



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Fremont Whole Foods

Transportation Impact Analysis



Prepared for:

City of Fremont

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Hexagon Office: 4377 First Street, Suite A
Pleasanton, CA 94566
Hexagon Job Number: 11BW13
Phone: 925.225.1439

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Executive Summary

This report presents the results of the transportation impact analysis conducted for the proposed Whole Foods Supermarket development located at 38799 Paseo Padre Parkway in Fremont, California. The project as proposed would consist of 52,000 s.f. of retail use (39,000 s.f. of supermarket and 13,000 s.f. of retail). Vehicle access to and from the project site would be provided via Mowry Avenue and Paseo Padre Parkway.

The potential traffic impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of Fremont. Traffic impacts due to the project were determined based on AM and PM peak hour levels of service for the study intersections. This study includes an analysis of seven signalized intersections in the vicinity of the project site. The study also includes an operations analysis at selected intersection movements. Project impacts on other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

Project Trip Generation

Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation*, Eighth Edition. Based on ITE's trip generation rates for supermarket use (ITE code 850) and shopping centers (ITE code 820), the project would generate 4,546 gross daily vehicle trips, with 153 gross trips occurring during the AM peak hour (7:00 to 9:00) and 459 gross trips occurring during the PM peak hour (4:00 to 6:00). A retail pass-by trip reduction of 25 percent (based on ITE and other local jurisdictions) was applied to the PM peak hour trip generation estimates. After applying the pass-by trip reductions, the project would generate 3,857 net new daily trips, with 153 net new trips occurring during the AM peak hour and 344 net new trips occurring during the PM peak hour.

Intersection Level of Service Impacts

Table ES-1 summarizes the results of the intersection level of service analysis under existing and existing plus project conditions. The results indicate that all of the study intersections would operate at acceptable levels (LOS D or better) during all study scenarios. Therefore, the project would not result in any significant impacts to study intersections.

Operations Analysis

The operations analysis evaluated vehicle queuing for high-demand left turning-movements at the intersection of Paseo Padre Parkway/Mowry Avenue. The analysis indicated that the estimated maximum vehicle queues for the eastbound left turn at Paseo Padre Parkway/Mowry Avenue would exceed the existing vehicle storage capacity under existing plus project conditions during the PM peak hour.

Under existing conditions, there are two eastbound left turn lanes with approximately 240 feet of storage capacity per lane (480 feet total) at the intersection of Paseo Padre Parkway/Mowry Avenue. The storage capacity is measured as the distance between the intersection crosswalk and the taper of the left turn pocket. Beyond this, vehicles would queue in the adjacent through lane. Under existing conditions, the calculated 95th percentile queue would be 450 feet during the PM peak hour. The project would add a total of 75 feet (or 3 vehicles) to the 95th percentile queue during the PM peak hour.

While the eastbound left turn movement at the intersection of Paseo Padre Parkway/Mowry Avenue would not accommodate the 95th-percentile queue under existing plus project conditions, the project contribution to the 95th percentile queue would be only one or two vehicles per lane or less. By definition, the 95th percentile queue only occurs one out of every 20 traffic signal cycles, and the 95th percentile queue only occurs for a very brief period at the end of the signal cycle (an estimated 5 and 10 seconds). In such cases where the project contribution to the 95th-percentile queue is two vehicles per lane or less, no further improvements are recommended.

Transit, Pedestrian, and Bike Facilities

The project would generate a small number of pedestrian, bike, and transit trips. Because of the low volume of these trips, the existing offsite facilities would be adequate to accommodate the increase. However, per the Fremont Bicycle Master Plan, it is recommended that the project provide short term and long term bicycle parking facilities on site. Increasing the quality and quantity of bicycle trip end facilities is highly encouraged and recommended per the Fremont Bicycle Master Plan. In addition, the City of Fremont and/or AC Transit may require additional bus stop amenities such as a bench, shelter, or bus duckout for the existing bus stops along the project frontage. The existing bus stop on Mowry Avenue is located in the same area as a proposed new project driveway. For this reason relocation of the existing bus shelter or new project driveway will be required. It also is recommended that the Paseo Padre Parkway southbound outside vehicle lane adjacent to the project site be widened to extend the existing bicycle lane to Mowry Avenue.

Table ES- 1
Intersection Level of Service Summary

	Peak Hour	Count Date	Existing		Existing + Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Avg. Delay
<u>Signalized Intersections:</u>							
Paseo Padre Parkway and Country Drive	AM	11/16/11	15.9	B	15.9	B	0.0
	PM	11/16/11	12.2	B	12.2	B	0.0
Paseo Padre Parkway and Mowry Avenue	AM	11/15/11	34.8	C	35.4	D	0.6
	PM	11/15/11	38.9	D	40.2	D	1.3
Paseo Padre Parkway and Capitol Avenue	AM	11/16/11	12.7	B	12.7	B	0.0
	PM	11/16/11	19.9	B	19.6	B	-0.3
Paseo Padre Parkway and Walnut Avenue	AM	11/16/11	35.4	D	35.3	D	-0.1
	PM	11/16/11	40.0	D	40.2	D	0.2
Fremont Boulevard and Mowry Avenue	AM	11/15/11	33.5	C	33.5	C	0.0
	PM	11/15/11	39.8	D	40.0	D	0.2
Hastings Street and Mowry Avenue	AM	11/15/11	11.1	B	11.0	B	-0.1
	PM	11/17/11	10.8	B	10.7	B	-0.1
Civic Center Drive and Mowry Avenue	AM	11/15/11	17.5	B	17.5	B	0.0
	PM	11/15/11	20.0	C	20.0	B	0.0
Note: AM peak hour is 7:00 to 9:00 and PM peak hour is 4:00 to 6:00							

1. Introduction

This report presents the results of the transportation impact analysis conducted for the proposed Whole Foods Supermarket development located at 38799 Paseo Padre Parkway in Fremont, California. The project as proposed would consist of 52,000 s.f. of retail use (39,000 s.f. of supermarket and 13,000 s.f. of retail). Vehicle access to and from the project site would be provided via Mowry Avenue and Paseo Padre Parkway. The project site location and the surrounding study area are shown on Figure 1.

Regulatory Setting

The following is a summary of state, regional, county, and city regulations that apply within the study area. The study intersections are under the jurisdiction of the City of Fremont.

State Regulations

Caltrans responsibilities include the planning, design, construction, and maintenance of interstate freeways as well as state highways. Within this study area, I-880, SR 238, and SR 84 fall under the department's jurisdiction. Caltrans' *Guide for the Preparation of Traffic Impact Studies* (December, 2002), identifies the information that Caltrans requires in evaluating the effect of local development and land use changes on state highway facilities.

Metropolitan Transportation Commission (MTC)

The MTC is the transportation planning, coordinating, and financing agency for the San Francisco Bay Area. The MTC functions as both the state-mandated regional transportation planning agency and the federally-mandated metropolitan planning organization (MPO) for the region. As such, it is responsible for regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of transportation facilities within the region. The Commission also screens requests from local agencies for state and federal grants for transportation projects to determine their compatibility with the plan.

Transportation 2035, the most recent version of the long-range plan, was adopted on April 22, 2009. MTC is also responsible for updating and prioritizing projects within the Regional Transportation Improvement Program (RTIP).

Alameda County Transportation Commission (ACTC)

The ACTC manages the County's blueprint to reduce congestion and improve air quality. In this role, the ACTC makes decisions on what local projects can utilize federal and state funding. The ACTC prepares, adopts and updates the County's Congestion Management Program (CMP) and the Countywide Transportation Plan, last updated in June, 2008 and revised in June, 2009.



Figure 1
Site Location and Study Intersections

Local Regulations

The City of Fremont's General Plan was recently updated and adopted by Council in December 2011. The plan provides a blueprint for future growth and development within the City. The transportation goals outlined in the plan include providing: an efficient, safe, and environmentally sustainable transportation system; increasing transit usage; and improving the pedestrian environment. The General Plan identifies minimum standards for intersection performance levels. The General Plan can be viewed at www.fremont.gov.

Scope of Study

The potential traffic impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of Fremont. Significant traffic impacts due to the project were determined based on AM and PM peak hour levels of service for the study intersections. The study intersections are identified below.

Study Intersections

1. Paseo Padre Parkway and Country Drive
2. Paseo Padre Parkway and Mowry Avenue
3. Paseo Padre Parkway and Capitol Avenue
4. Paseo Padre Parkway and Walnut Avenue
5. Fremont Boulevard and Mowry Avenue
6. Hastings Street and Mowry Avenue
7. Civic Center Drive and Mowry Avenue

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours. The AM peak hour is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day. Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions were represented by existing peak hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from new traffic counts.

Scenario 2: *Existing + Project Conditions.* Projected peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing + Project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, the City of Fremont, field observations, and published information from various transportation agencies. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing (for signalized intersections)
- existing bicycle facilities
- existing transit service

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below. All of the study intersections are located in the City of Fremont and are subject to the City of Fremont Level of Service standards. The City of Fremont level of service standard for intersections is LOS D or better.

Signalized Intersections

Level of service at signalized intersections in the City of Fremont is based on the *2000 Highway Capacity Manual* (2000 HCM) method. TRAFFIX software is used to apply the 2000 HCM operations method for evaluation of conditions at signalized intersections. The 2000 HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service is shown in Table 1.

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of Fremont Level of Service standards. The project is said to create a significant adverse impact on traffic conditions at a signalized intersection if for any peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under no project conditions to an unacceptable LOS E or LOS F under Project conditions, or
2. If the intersection is already operating at an unacceptable LOS E or LOS F under no project conditions, and the addition of the project causes the intersection average control delay to increase by more than 4 seconds per vehicle, or
3. According to Chapter 3 of the General Plan's Mobility Element, LOS E or LOS F operations may be acceptable at some locations due to environmental, aesthetic, historic or urban design objectives or where regional traffic influences conditions. All study intersections are within the City Center Priority Development Area (PDA) which has an applicable LOS threshold of E.

A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to an acceptable LOS or restore the intersection to operating levels that are better than no project conditions.

Intersection Operations

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = Average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet

per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement.

Table 1
Signalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Total Delay Per Vehicle (Sec.)
A	Signalized progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	Greater than 80.0

Source: Transportation Research Board 2000 *Highway Capacity Manual* (Washington, D.C., 2000) p10-16

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 describes the method used to estimate project traffic and its impact on the transportation system and describes the recommended mitigation measures. Chapter 4 describes non-level of service operational issues associated with the proposed project. Chapter 5 presents the conclusions of the traffic impact analysis.

2. **Existing Conditions**

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via I-880. Local access to the site is provided via Mowry Avenue, Paseo Padre Parkway, Hastings Street, and Country Drive. These roadways are described below.

I-880 is an eight lane, north/south freeway, with three-mixed flow lanes and one HOV in each direction. I-880 provides regional access from East Bay cities to San Jose, where it becomes SR 17. The closest access to I-880 from the proposed project would be via the interchange of I-880 at Mowry Avenue.

Mowry Avenue is a six-lane east-west divided arterial in the vicinity of the project site. It extends from I-880 west of the site to Mission Boulevard east of the site. It provides direct access to the site. There is no parking on Mowry Avenue in the vicinity of the site.

Paseo Padre Parkway is primarily a north-south divided arterial in the vicinity of the project site. It is six lanes wide south of Mowry Avenue and four lanes wide north of Mowry Avenue. Paseo Padre Parkway extends from I-680 southeast of the site, past Decoto Road northwest of the site, and crosses I-880 into Newark. There is no parking on Paseo Padre Parkway in the vicinity of the site. It provides direct access to the site via two driveways.

Hastings Street is a north-south undivided street in the vicinity of the project site. It extends from Capitol Avenue to Eggers Drive west of the project site. It is five lanes wide (two southbound and three northbound) between Capitol Avenue and Mowry Avenue, four lanes wide at the intersection with Mowry Avenue, and ranges from two to four lanes wide from just north of Mowry Avenue to Eggers Drive. It provides access to the site via Mowry Avenue and Country Drive.

Country Drive is an east-west undivided street in the vicinity of the project site. It extends from Parkside Drive to just west of Fremont Boulevard north of the project site. It is four lanes wide west of Stivers Street and two lanes wide east of Stivers Street. It provides access to the site via Paseo Padre Parkway.

Existing Bicycle and Pedestrian Facilities

Bicycle facilities are divided into three classes. Class I bikeways are separate bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II

bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

The *Fremont Bicycle Master Plan* describes the existing bicycle network in the City of Fremont. The existing bicycle facilities in the vicinity of the project site are described below and shown on Figure 2.

- Fremont Boulevard – existing Class II bicycle lanes from Eggers Drive to Walnut Avenue.
- Beacon Avenue – existing Class II bicycle lanes from Liberty Street to Fremont Boulevard.
- Paseo Padre Parkway – existing Class II bicycle lanes from east of Stevenson Boulevard to its termination at SR 84 in the City of Newark.
- Mowry Avenue – existing Class II bicycle lanes from Farwell Drive to Peralta Boulevard.
- Walnut Avenue – existing Class II bicycle lanes from Argonaut Way to Mission Boulevard.
- Capitol Avenue – existing Class II bicycle lanes from State Street to Paseo Padre Parkway.
- Liberty Street – existing Class II bicycle lanes from Capitol Avenue to Stevenson Boulevard.
- State Street – existing Class II bicycle lanes from Beacon Avenue to Mowry Avenue.
- Country Drive – existing Class III bicycle route from Fremont Boulevard to Paseo Padre Parkway.
- Parkside Drive – existing Class III bicycle route from Mowry Avenue to Paseo Padre Parkway.

According to the Fremont Bicycle Master Plan, there are Class II bike lanes proposed along Civic Center Drive, Country Drive, and Hastings Street. There is a Class III bicycle route proposed along Hastings in the vicinity of the project site. Pedestrian facilities in the project area consist primarily of sidewalks along the streets near the project site. Sidewalks and crosswalks are found along virtually all previously-described local roadways in the study area.

Existing Transit Service

Existing transit service in Fremont is provided by the Alameda-Contra Costa (AC) Transit District and Bay Area Rapid Transit (BART). The transit service provided in the study area is described below and shown on Figure 3.

- The 212 *line* provides service between the Fremont BART station and NewPark Mall via Mowry Avenue and Fremont Boulevard, with 30-minute commute hour headways.
- The 216 *line* provides service between the Union City BART station and Ohlone College Newark Campus via Mowry Avenue and Fremont Boulevard, with 60-minute commute hour headways.
- The 332 *line* provides weekend service between the Fremont BART station and NewPark Mall via Mowry Avenue, with 60-minute headways between 7:00 AM and 8:00 PM.
- The 350 *line* provides weekend service between the Fremont BART station and Central and Southern Fremont via Mowry Avenue and Fremont Boulevard, with 60-minute headways between 7:45 AM and 8:30 PM.

Commuter rail service to Fremont is provided by BART. The BART system connects Fremont to the East Bay, San Francisco and the Peninsula. The Fremont BART station is located about 0.5 miles east of the project site and is accessible via Mowry Avenue. BART trains operate on 15-minute headways during the commute periods.



Figure 2
Existing Bicycle Facilities



Figure 3
Existing Transit Service

Existing Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field. The existing intersection lane configurations are shown on Figure 4. Existing peak hour traffic volumes were obtained from recent manual turning-movement counts at the study intersections. The existing peak hour intersection volumes are shown on Figure 5. Traffic count data are included in Appendix A.

Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions are summarized in Table 2. The results show that, measured against the City of Fremont level of service standards, all of the signalized study intersections currently operate at acceptable levels of service (LOS D or better) during both the AM and PM peak hours of traffic. The level of service calculation sheets are included in Appendix B.

Table 2
Existing Intersection Levels of Service

Intersection	Peak Hour	Count Date	Existing	
			Avg. Delay	LOS
<u>Signalized Intersections:</u>				
Paseo Padre Parkway and Country Drive	AM	11/16/11	15.9	B
	PM	11/16/11	12.2	B
Paseo Padre Parkway and Mowry Avenue	AM	11/15/11	34.8	C
	PM	11/15/11	38.9	D
Paseo Padre Parkway and Capitol Avenue	AM	11/16/11	12.7	B
	PM	11/16/11	19.9	B
Paseo Padre Parkway and Walnut Avenue	AM	11/16/11	35.4	D
	PM	11/16/11	40.0	D
Fremont Boulevard and Mowry Avenue	AM	11/15/11	33.5	C
	PM	11/15/11	39.8	D
Hastings Street and Mowry Avenue	AM	11/15/11	11.1	B
	PM	11/17/11	10.8	B
Civic Center Drive and Mowry Avenue	AM	11/15/11	17.5	B
	PM	11/15/11	20.0	C
Note: AM peak hour is 7:00 to 9:00 and PM peak hour is 4:00 to 6:00				

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1 Country Dr	2 Mowry Av	3 Capitol Av	4 Walnut Av
Paseo Padre Pkwy	Paseo Padre Pkwy	Paseo Padre Pkwy	Paseo Padre Pkwy
↓↓↓ ↘	↓↓↓ ↗	↑↑↑ ↗	↓↓↓ ↗
↑→ ↗	↑↑↑ ↗	↑↑↑ ↗	↑↑↑ ↗
Mowry Av	Mowry Av	Mowry Av	Mowry Av
Fremont Blvd	Hastings St	Civic Center Dr	
↓↓↓ ↘	↓↓↓ ↗	↑↑↑ ↗	↑↑↑ ↗
↑→ ↗	↑↑↑ ↗	↑↑↑ ↗	↑↑↑ ↗



Figure 4
Existing Lane Configurations



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1	2	3	4
<p>Country Dr ↘ ↗ 73(40) 1666(790) ↘ ↗ 36(81) 113(40) ↘ ↗ 39(21)</p> <p>54(57) ↘ ↗ 105(22) 101(70) ↘ ↗ 574(1480) Paseo Padre Pkwy ↘ ↗ 65(83) 38(70)</p>	<p>Mowry Av ↘ ↗ 192(132) 1237(553) ↘ ↗ 142(222) 918(861) ↘ ↗ 177(221)</p> <p>92(325) ↘ ↗ 726(976) 176(203) ↘ ↗ 122(292) Paseo Padre Pkwy ↘ ↗ 417(1002) 101(167)</p>	<p>Capitol Av ↘ ↗ 20(106) 26(38) ↘ ↗ 65(138) 22(32) ↘ ↗ 66(73)</p> <p>183(51) ↘ ↗ 1378(808) 49(36) ↘ ↗ 9(23) Paseo Padre Pkwy ↘ ↗ 643(1103) 71(59)</p>	<p>Walnut Av ↘ ↗ 103(126) 1237(636) ↘ ↗ 93(101) 543(601) ↘ ↗ 264(241)</p> <p>94(189) ↘ ↗ 282(447) 119(105) ↘ ↗ 124(209) Paseo Padre Pkwy ↘ ↗ 598(949) 137(173)</p>
5	6	7	
<p>Mowry Av ↘ ↗ 294(241) 858(659) ↘ ↗ 399(244)</p> <p>106(175) ↘ ↗ 1041(1165) 189(270)</p> <p>Fremont Blvd ↘ ↗ 173(357) 489(1185) ↘ ↗ 99(284)</p>	<p>Mowry Av ↘ ↗ 108(31) 41(24) ↘ ↗ 40(43) 1203(1253) ↘ ↗ 11(19)</p> <p>28(80) ↘ ↗ 980(1334) 20(50) ↘ ↗ 137(746) Hastings St ↘ ↗ 15(75)</p>	<p>Mowry Av ↘ ↗ 21(34) 11(27) ↘ ↗ 14(4) 968(789) ↘ ↗ 168(85)</p> <p>108(52) ↘ ↗ 597(1053) 331(273) ↘ ↗ 24(19) Civic Center Dr ↘ ↗ 76(180)</p>	



Figure 5
Existing Traffic Volumes



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Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the LOS calculation does not accurately reflect level of service in the field.

Overall, the study intersections operate adequately during the weekday AM and PM peak hours, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations showed that some operational problems currently occur at the following location near the project site:

- **Paseo Padre Parkway and Walnut Avenue.** During the AM and PM peak hours, the queue for the westbound left turn on Walnut Avenue occasionally spills out of the turn pocket and does not clear in one cycle.
- **Fremont Boulevard and Mowry Avenue.** During the PM peak hour, the queue for the eastbound left turn on Mowry occasionally does not clear in one cycle.

3.

Existing Plus Project Conditions

This chapter describes the near-term traffic conditions with the project. This chapter provides a description of the transportation system under project conditions and the method by which project traffic is estimated. This chapter summarizes project traffic conditions and describes any impacts caused by the project.

Transportation Network Under Project Conditions

It is assumed in this analysis that the transportation network under project conditions would be the same as the existing transportation network. It should be noted, however, that the City of Fremont has a conceptual plan to add a bike lane along the project frontage on Paseo Padre Parkway. The project site plan reflects this improvement.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate common land uses to their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation*, Eighth Edition. Based on ITE's trip generation rates for supermarket use (ITE code 850) and shopping centers (ITE code 820), the project would generate 4,546 gross daily vehicle trips, with 153 gross trips occurring during the AM peak hour (7:00 to 9:00) and 459 gross trips occurring during the PM peak hour (4:00 to 6:00).

A retail pass-by trip reduction of 25 percent (based on ITE and other local jurisdictions) was applied to the PM peak hour trip generation. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by.

Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the PM peak hour traffic projections at most offsite intersections, but were assigned at the site's planned driveways and at the intersection of Mowry Avenue and Paseo Padre Parkway. After applying the pass-by trip reductions, the project would generate 3,857 net new daily trips, with 153 net new trips occurring during the AM peak hour and 344 net new trips occurring during the PM peak hour. The project trip generation estimates are presented below in Table 3.

Table 3
Project Trip Generation Estimates

Land Use	ITE Land Use Code /a/	Size /b/	Daily Rate /c/	Daily Trips	AM Peak Hour			PM Peak Hour				
					Peak-Hour Rate /c/	Total Trips	In	Peak-Hour Rate /c/	Total Trips	In		
Retail (Shopping Center)	820	13 ksf	42.94	558	1.00	13	8	5	3.73	49	24	25
Supermarket	850	39 ksf	102.24	3,987	3.59	140	86	54	10.50	410	209	201
					Subtotal	4,546				459	233	226
					Pass-by Trip Reduction /d/	25%	(689)			(115)	(58)	(56)
NET PROJECT TRIPS				3,857		153	94	59		344	175	169

/a/ Institute of Transportation Engineers, *Trip Generation*, 8th Edition.
/b/ "ksf" refers to 1,000 square feet.
/c/ ITE average rates used for all proposed uses.
/d/ ITE *Trip Generation Handbook* calculates an average retail pass-by trip percentage of 34% based on 100 shopping center studies. However, a more conservative pass-by trip reduction of 25% was used for the purpose of this study in order to be consistent with other local jurisdictions. No pass-by trips were applied to AM retail because these trips are typically associated with employee trips.

Trip Distribution and Assignment

The directional distribution of site-generated traffic to and from the project area was developed based on existing travel patterns on the surrounding roadway system, the locations of complementary land uses, and a select zone analysis from the local Travel Demand Forecast model. The peak hour trips generated by the proposed uses were assigned to the roadway system in accordance with the distribution pattern discussed above. It should be noted that, at the intersection of Paseo Padre Parkway and Mowry Avenue, some intersection movements would experience lower traffic volumes with the proposed project during the PM peak hour. This occurs because the proposed project would attract pass-by trips from Paseo Padre Parkway and Mowry Avenue. For example, a driver that normally heads eastbound on Mowry Avenue during the PM commute hour would need to make a left turn at the Mowry Avenue/Paseo Padre intersection to access the project site. Because this driver would no longer be proceeding straight through the intersection, the trip is subtracted from the through movement and added to the left turn movement. Figure 6 shows the trip distribution pattern that was used. Figure 7 shows the net project trip assignment for the proposed development.

Project Traffic Volumes

For the existing plus project scenario, projected peak hour traffic volumes with the project were estimated by adding the traffic generated by the proposed project to existing traffic volumes. The project condition traffic volumes at the study intersections are shown in Figure 8.

Intersection Level of Service Analysis

The results of the signalized intersection level of service analysis for existing plus project conditions is summarized in Table 4. It should be noted that the average delays at some intersections actually drop with the addition of project traffic. Generally, this occurs when project traffic is added to intersection movements that experience delays that are lower than the overall intersection average delay. For example, if the average intersection delay is 50 seconds without the project, and the project would add 100 vehicle trips to a right turn movement that experiences an average delay of 5 seconds, then the weighted average of the delays for all intersection movements would be lower than 50 seconds - even though additional traffic was added to the intersection.

The results show that, measured against the City of Fremont level of service standards, all of the signalized intersections would continue to operate at acceptable levels of service (LOS D or better) during both the AM and PM peak hours of traffic under existing plus conditions (see Chapter 1 for LOS standards and impact criteria). The detailed level of service calculation sheets are included in Appendix B.

Table 4
Existing Plus Project Intersection Levels of Service

	Peak Hour	Existing		Existing + Project		
		Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Avg. Delay
Signalized Intersections:						
Paseo Padre Parkway and Country Drive	AM	15.9	B	15.9	B	0.0
	PM	12.2	B	12.2	B	0.0
Paseo Padre Parkway and Mowry Avenue	AM	34.8	C	35.4	D	0.6
	PM	38.9	D	40.2	D	1.3
Paseo Padre Parkway and Capitol Avenue	AM	12.7	B	12.7	B	0.0
	PM	19.9	B	19.6	B	-0.3
Paseo Padre Parkway and Walnut Avenue	AM	35.4	D	35.3	D	-0.1
	PM	40.0	D	40.2	D	0.2
Fremont Boulevard and Mowry Avenue	AM	33.5	C	33.5	C	0.0
	PM	39.8	D	40.0	D	0.2
Hastings Street and Mowry Avenue	AM	11.1	B	11.0	B	-0.1
	PM	10.8	B	10.7	B	-0.1
Civic Center Drive and Mowry Avenue	AM	17.5	B	17.5	B	0.0
	PM	20.0	C	20.0	B	0.0
Note: AM peak hour is 7:00 to 9:00 and PM peak hour is 4:00 to 6:00						



LEGEND

= Project Site Location

= Study Intersection

= BART

= Future BART Expansion

Figure 6
Trip Distribution Patterns



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Fremont Whole Foods

1 Country Dr Paseo Padre Pkwy	2 Mowry Av Paseo Padre Pkwy	3 Capitol Av Paseo Padre Pkwy	4 Walnut Av Paseo Padre Pkwy
1(2) ↓ 22(40) ↓ 2(4) ↓ 1(2) ↑ 12(40) ↑ 1(3) ↑	2(4) ↓ 17(49) ↓ 9(45) ↓ 5(15) ↑ 8(10) ↑ 29(66) ↑ 0(-14) ↑ 19(42) ↑ 8(10) ↑	1(2) ↓ 15(45) ↓ 1(2) ↓ 1(2) ↑ 1(2) ↑ 25(48) ↑	1(2) ↑ 1(3) ↓ 12(35) ↓ 2(4) ↑ 19(37) ↑ 4(7) ↑
5 Mowry Av Fremont Blvd 22(40) → 2(3) →	6 Mowry Av Hastings St 27(48) → 1(2) →	7 Mowry Av Civic Center Dr 8(22) → 1(2) ↓ 1(2) → 12(23)	



Figure 7
Net Project Trip Assignment



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Not to Scale

Fremont Whole Foods

1	2	3	4
<p>Country Dr ↘ ↗ 73(40) 1688(830) 38(21)</p> <p>Paseo Padre Pkwy ↗ ↘ 36(81) 113(40) 41(25)</p> <p>54(57) 105(22) 102(72)</p>	<p>Mowry Av ↘ ↗ 194(136) 1254(602) 334(219)</p> <p>Paseo Padre Pkwy ↗ ↘ 121(391) 726(962) 176(203)</p> <p>66(85) 586(1520) 39(73)</p>	<p>Capitol Av ↘ ↗ 147(237) 926(871) 177(221)</p> <p>Paseo Padre Pkwy ↗ ↘ 21(108) 26(38) 26(52)</p> <p>141(334) 425(1012) 10(167)</p>	<p>Walnut Av ↘ ↗ 66(140) 22(32) 66(73)</p> <p>Paseo Padre Pkwy ↗ ↘ 96(193) 282(447) 119(105)</p> <p>104(129) 1249(671) 95(154)</p>
<p>Mowry Av ↘ ↗ 294(241) 858(659) 402(249)</p> <p>Fremont Blvd (186)(533) ↗ ↘ 108(180) 1055(1204) 190(273)</p> <p>173(357) 890(661) 149(53)</p>	<p>Mowry Av ↘ ↗ 108(31) 41(24) 60(32)</p> <p>Hastings St ↗ ↘ 28(80) 1007(1382) 20(50)</p> <p>1(37) 7(46) 16(77)</p>	<p>41(45) 1220(1300) 12(21)</p> <p>Civic Center Dr ↗ ↘ 108(52) 605(1075) 332(275)</p> <p>21(34) 11(27) 8(25)</p>	<p>14(4) 980(812) 168(85)</p> <p>Walnut Av ↗ ↘ 9(23) 668(1151) 71(59)</p> <p>124(209) 617(986) 137(173)</p>
<p>Centerville Community Park</p>	<p>Washington Hospital</p>	<p>Kaiser Permanente - Fremont</p>	<p>FREMONT BART STATION</p>



Figure 8
Existing Plus Project Traffic Volumes



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4.

Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project site, including:

- Vehicle queuing and storage analysis at selected intersection movements
- Potential impacts to transit, pedestrian and bicycle facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Although operational issues are not considered CEQA impacts, they do describe existing traffic conditions that are relevant to describing the project environment.

Operations Analysis

The operations analysis evaluated vehicle queuing for high-demand left turning-movements at the intersection of Paseo Padre Parkway/Mowry Avenue. Vehicle queues were estimated using a Poisson probability distribution (see Chapter 1 for methodology description). The vehicle queuing estimates and a tabulated summary of the findings for the study intersection are provided in Table 5. The analysis indicated that the estimated maximum vehicle queues for the eastbound left turn at Paseo Padre Parkway/Mowry Avenue would exceed the existing vehicle storage capacity under existing plus project conditions during the PM peak hour.

Under existing conditions, there are two eastbound left turn lanes with approximately 240 feet of storage capacity per lane (480 feet total) at the intersection of Paseo Padre Parkway/Mowry Avenue. The storage capacity is measured as the distance between the intersection crosswalk and the taper of the left turn pocket. Beyond this, vehicles would queue in the adjacent through lane. Under existing conditions, the calculated 95th percentile queue would be 450 feet during the PM peak hour. The project would add a total of 75 feet (or 3 vehicles) to the 95th percentile queue during the PM peak hour.

While the eastbound left turn movement at the intersection of Paseo Padre Parkway/Mowry Avenue would not accommodate the 95th-percentile queue under existing plus project conditions, the project contribution to the 95th percentile queue would be only one or two vehicles per lane or less. By definition, the 95th percentile queue only occurs one out of every 20 traffic signal cycles, and the 95th percentile queue only occurs for a very brief period at the end of the signal cycle (an estimated 5 and 10 seconds). In such cases where the project contribution to the 95th-percentile queue is two vehicles per lane or less, no further improvements are recommended.

Table 5
Vehicle Queuing and Storage Capacity

Measurement	Mowry/ Paseo Padre*	Mowry/ Paseo Padre*	Mowry/ Paseo Padre*	Mowry/ Paseo Padre*	Mowry/ Paseo Padre*	Mowry/ Paseo Padre*
	SBL AM	SBL PM	NBL AM	NBL PM	EBL AM	EBL PM
Existing						
Cycle/Delay ¹ (sec)	130	130	130	130	130	130
Volume (vph)	345	174	122	292	92	325
Avg. Queue (veh)	12.5	6.3	4.4	10.5	3.3	11.7
Avg. Queue ² (ft.)	311	157	110	264	83	293
95th %. Queue (veh)	19	11	8	16	7	18
95th %. Queue (ft.)	475	275	200	400	175	450
Storage (ft.)	485	485	530	530	480	480
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
Existing + Project						
Cycle/Delay ¹ (sec)	130	130	130	130	130	130
Volume (vph)	354	219	141	334	121	391
Avg. Queue (veh)	12.8	7.9	5.1	12.1	4.4	14.1
Avg. Queue ² (ft.)	320	198	127	302	109	353
95th %. Queue (veh)	19	13	9	18	8	21
95th %. Queue (ft.)	475	325	225	450	200	525
Storage (ft.)	485	485	530	530	480	480
Adequate (Y/N)	Y	Y	Y	Y	Y	N

* Assumes Paseo Padre Parkway runs north-south and Mowry Avenue runs east-west
¹ Vehicle queue calculations based on cycle length for signalized intersections.
² Assumes 25 Feet Per Vehicle Queued

Transit, Pedestrian, and Bicycle Analysis

According to the U.S. Census, pedestrian trips comprise approximately 1% of the total commute mode share in the City of Fremont. For the proposed project, this would equate to approximately 1 or 2 new pedestrian trips during the AM peak hour and approximately 4 or 5 new pedestrian trips during the PM peak hour. In addition, the project would generate some pedestrian trips to/from transit stops (see further discussion below). Overall, the volume of pedestrian trips generated by the project would not exceed the carrying capacity of the existing sidewalks and crosswalks on streets surrounding the site. All of the streets in the project vicinity have sidewalks and crosswalks at signalized intersections.

The City of Fremont has a conceptual plan to add a bike lane along the project frontage on Paseo Padre Parkway. Therefore, it is recommended that the Paseo Padre Parkway southbound outside vehicle lane fronting the project site on the approach to Mowry Avenue intersection be widened to accommodate the extension of the existing bicycle lane from north of the intersection to the intersection limit line. The project site plan reflects this improvement. According to the U.S. Census, bicycle trips comprise less than 1% of the total commute mode share in the City of Fremont. For the proposed project, this would equate to approximately 1 or 2 new bike trips during the AM peak hour and approximately 4 or 5 new bike trips during the PM peak hour. The low volume of bicycle trips generated by the project would not exceed the bicyc-

carrying capacity of streets surrounding the site, and the increase in bicycle trips would not require new off-site bicycle facilities. However, per the Fremont Bicycle Master Plan, it is recommended that the project provide short term and long term bicycle parking facilities on site. Increasing the quality and quantity of bicycle trip end facilities is highly encouraged and recommended per the Fremont Bicycle Master Plan.

There are currently two bus stops located along the project frontage; one on Paseo Padre Parkway and one on Mowry Avenue. The bus stop on Paseo Padre Parkway is only marked by a sign. The City of Fremont and/or AC Transit may require additional bus stop amenities such as a bench, shelter, or bus duckout. The other bus stop location is on Mowry Avenue and has a bus shelter and bus pad. The existing bus stop on Mowry Avenue is located within the proposed new project driveway on Mowry Avenue. The existing bus shelter or new project driveway will need to be relocated to ensure there is adequate space between the bus loading area and the new project driveway. According to the U.S. Census, transit trips comprise approximately 7% of the total commute mode share in the City of Fremont. For the proposed project, a 7% mode share would equate to approximately 11 new transit trips during the AM peak hour and 32 new transit trips during the PM peak hour. This volume of riders would not exceed the carrying capacity of the existing bus and rail service near the project site. However, the project applicant should coordinate with the City Fremont and AC Transit to ensure the bus stop locations and design meet the current requirements.

5. **Conclusions**

The potential traffic impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of Fremont. Traffic impacts due to the project were determined based on AM and PM peak hour levels of service for the study intersections. This study includes an analysis of seven signalized intersections in the vicinity of the project site. The study also includes an operations analysis at selected intersection movements. Project impacts on other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

Project Trip Generation

Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation*, Eighth Edition. Based on ITE's trip generation rates for supermarket use (ITE code 850) and shopping centers (ITE code 820), the project would generate 4,546 gross daily vehicle trips, with 153 gross trips occurring during the AM peak hour (7:00 to 9:00) and 459 gross trips occurring during the PM peak hour (4:00 to 6:00). A retail pass-by trip reduction of 25 percent (based on ITE and other local jurisdictions) was applied to the PM peak hour trip generation estimates. After applying the pass-by trip reductions, the project would generate 3,857 net new daily trips, with 153 net new trips occurring during the AM peak hour and 344 net new trips occurring during the PM peak hour.

Intersection Level of Service Impacts

The results of the LOS analysis indicate that all of the study intersections would operate at acceptable levels (LOS D or better) with the addition of project traffic. Therefore, the project would not result in any significant impacts to study intersections.

Operations Analysis

The operations analysis evaluated vehicle queuing for high-demand left turning-movements at the intersection of Paseo Padre Parkway/Mowry Avenue. The analysis indicated that the estimated maximum vehicle queues for the eastbound left turn at Paseo Padre Parkway/Mowry Avenue would exceed the existing vehicle storage capacity under existing plus project conditions during the PM peak hour.

Under existing conditions, there are two eastbound left turn lanes with approximately 240 feet of storage capacity per lane (480 feet total) at the intersection of Paseo Padre Parkway/Mowry Avenue. The storage capacity is measured as the distance between the intersection crosswalk and the taper of the left turn

pocket. Beyond this, vehicles would queue in the adjacent through lane. Under existing conditions, the calculated 95th percentile queue would be 450 feet during the PM peak hour. The project would add a total of 75 feet (or 3 vehicles) to the 95th percentile queue during the PM peak hour.

While the eastbound left turn movement at the intersection of Paseo Padre Parkway/Mowry Avenue would not accommodate the 95th-percentile queue under existing plus project conditions, the project contribution to the 95th percentile queue would be only one or two vehicles per lane or less. By definition, the 95th percentile queue only occurs one out of every 20 traffic signal cycles, and the 95th percentile queue only occurs for a very brief period at the end of the signal cycle (an estimated 5 and 10 seconds). In such cases where the project contribution to the 95th -percentile queue is two vehicles per lane or less, no further improvements are recommended.

Transit, Pedestrian, and Bike Facilities

The project would generate a small number of pedestrian, bike, and transit trips. Because of the low volume of these trips, the existing offsite facilities would be adequate to accommodate the increase. However, per the Fremont Bicycle Master Plan, it is recommended that the project provide short term and long term bicycle parking facilities on site. Increasing the quality and quantity of bicycle trip end facilities is highly encouraged and recommended per the Fremont Bicycle Master Plan. In addition, the City of Fremont and/or AC Transit may require additional bus stop amenities such as a bench, shelter, or bus duckout for the existing bus stops along the project frontage. The existing bus stop on Mowry Avenue is located in the same area as a proposed new project driveway. For this reason relocation of the existing bus shelter or new project driveway will be required. It also is recommended that the Paseo Padre Parkway southbound outside vehicle lane adjacent to the project site be widened to extend the existing bicycle lane to Mowry Avenue.

Fremont Whole Foods Technical Appendices

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Appendix A

Traffic Counts

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INTERSECTION BICYCLE AND PEDESTRIAN COUNT SUMMARY

DATE: 11/16/2011
 COUNTER Kevin, Steve, Matt
 INTERSECTION: N/S Paseo Padre
 E/W Walnut

AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

BICYCLE COUNT

7:00 AM TO 9:00 AM													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
700-715			1				2		1				4
715-730			4	1		2	1		1				9
730-745						3		1	1				5
745-800						2	1		1		1		5
800-815													0
815-830						2			1		2	1	6
830-845							3				3		6
845-900													0

HOUR TOTALS													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
700-800	0	5	1	0	7	4	1	4	0	0	1	0	23
715-815	0	4	1	0	7	4	1	3	0	0	6	0	26
730-830	0	0	0	0	7	1	1	3	0	0	3	1	16
745-845	0	0	0	0	7	1	0	2	0	0	6	1	17
800-900	0	0	0	0	5	0	0	1	0	0	5	1	12

7:00 AM TO 9:00 AM				
NORTH	EAST	SOUTH	WEST	TOTAL
5	3	2		10
1	1	2		4
5	4	10	8	27
1	4	9	2	16
10	5	16	10	41
10	1	15	5	31
7	1	10	5	23
7		13	10	30

HOUR TOTALS				
NORTH	EAST	SOUTH	WEST	TOTAL
12	12	23	10	57
17	14	37	20	88
26	14	50	25	115
28	11	50	22	111
34	7	54	30	125

4:00 PM TO 6:00 PM													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
400-415						1			1		1		3
415-430						1			1				2
430-445		2				2					1		5
445-500						2			1		2		5
500-515								2			1		3
515-530						1		1	1		1	2	6
530-545											1		1
545-600		1				1							2

4:00 PM TO 6:00 PM				
NORTH	EAST	SOUTH	WEST	TOTAL
5	4	7	3	19
3	4	10	3	20
8	4	9		21
7	4	7	6	24
9	2	4	6	21
3	3	13	2	21
5	1	8		14
1	2	9		12

HOUR TOTALS													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
400-500	0	2	0	0	6	0	0	2	1	0	4	0	15
415-515	0	2	0	0	5	0	0	4	0	0	4	0	15
430-530	0	2	0	0	5	0	1	4	0	1	6	0	19
445-545	0	0	0	0	3	0	1	4	0	1	6	0	15
500-600	0	1	0	0	2	0	1	3	0	1	4	0	12

HOUR TOTALS				
NORTH	EAST	SOUTH	WEST	TOTAL
23	16	33	12	84
27	14	30	15	86
27	13	33	14	87
24	10	32	14	80
18	8	34	8	68

PM Peak-Hour Volume Count Worksheet

Date: 11/16/11
 Counter: Kevin and Matt
 Intersection Name: Paseo Padre and Walnut
 Weather: Clear

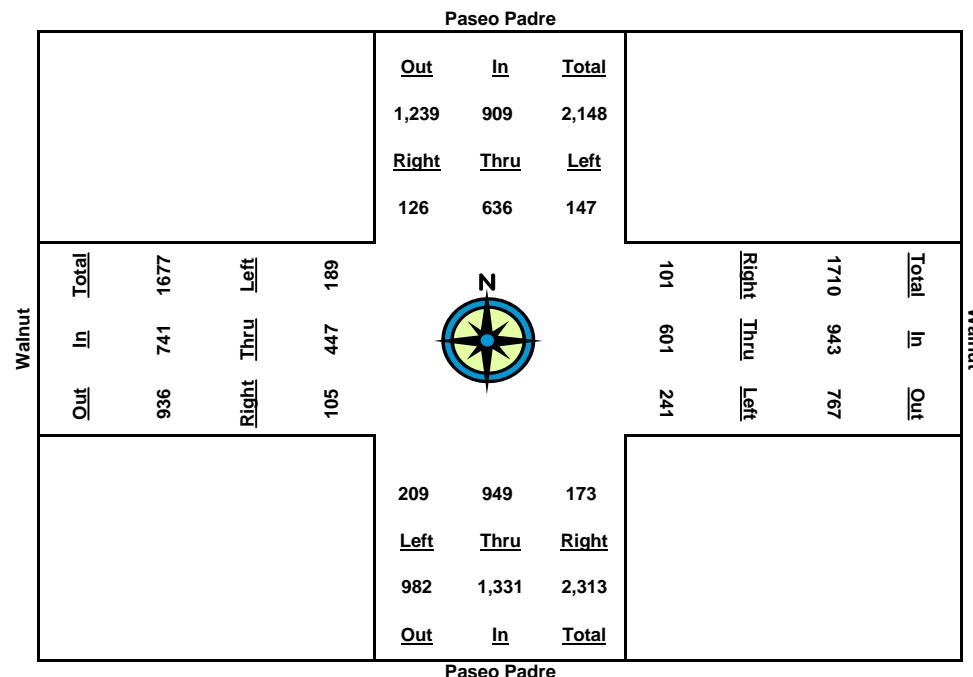
AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Paseo Padre				Walnut				Paseo Padre				Walnut			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	32	146	34	212	25	111	54	190	25	198	50	273	27	120	55	202
4:30	57	331	70	458	53	214	97	364	52	372	99	523	47	229	98	374
4:45	86	493	113	692	79	343	151	573	89	563	165	817	74	351	134	559
5:00	115	660	150	925	104	490	211	805	124	748	206	1,078	90	448	175	713
5:15	148	862	193	1,203	133	605	272	1,010	179	1,006	267	1,452	120	574	236	930
5:30	186	990	231	1,407	154	769	329	1,252	216	1,265	312	1,793	156	701	285	1,142
5:45	216	1,137	259	1,612	182	892	389	1,463	259	1,493	355	2,107	174	789	325	1,288
6:00	241	1,296	297	1,834	205	1,091	452	1,748	297	1,697	415	2,409	195	895	364	1,454

Peak Hour	Right	Thru	Left	Total	PK Hour												
4:00 - 5:00	115	660	150	925	104	490	211	805	124	748	206	1,078	90	448	175	713	3,521
4:15 - 5:15	116	716	159	991	108	494	218	820	154	808	217	1,179	93	454	181	728	3,718
4:30 - 5:30	129	659	161	949	101	555	232	888	164	893	213	1,270	109	472	187	768	3,875
4:45 - 5:45	130	644	146	920	103	549	238	890	170	930	190	1,290	100	438	191	729	3,829
5:00 - 6:00	126	636	147	909	101	601	241	943	173	949	209	1,331	105	447	189	741	3,924

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBC	EBC	WBL	WBT	WBR
	209	949	173	147	636	126	189	447	105	241	601	101	101



AM Peak-Hour Volume Count Worksheet

Date: 11/16/11
 Counter: Kevin and Steve
 Intersection Name: Paseo Padre and Walnut
 Weather: Clear

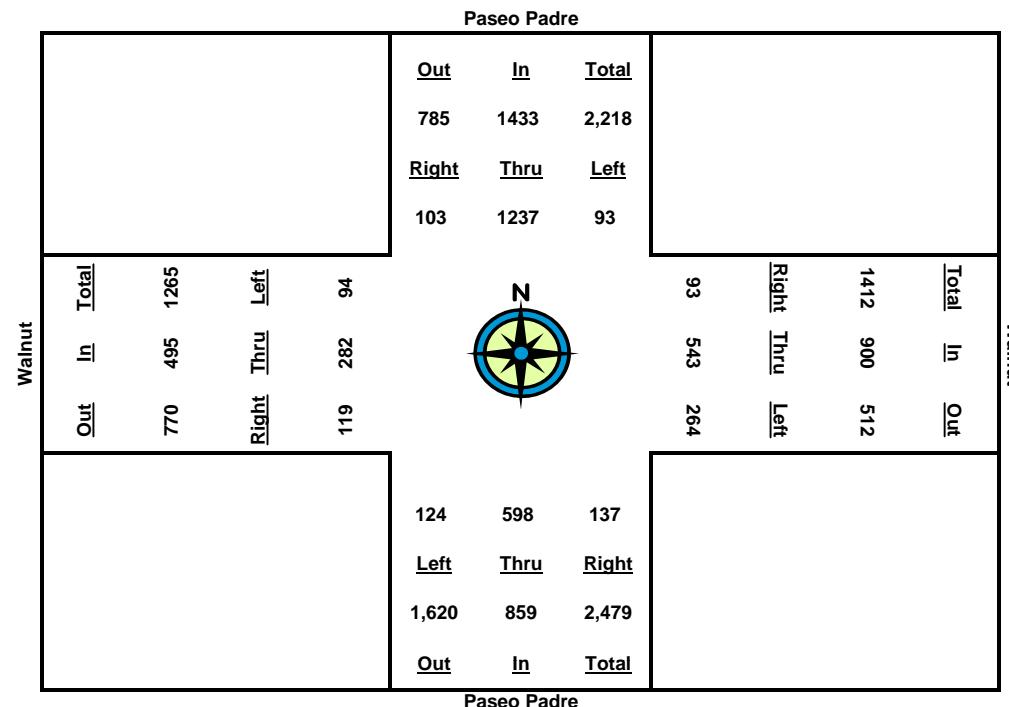
AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Paseo Padre				Walnut				Paseo Padre				Walnut			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	6	152	16	174	12	70	30	112	43	54	6	103	4	31	5	40
7:30	20	368	25	413	30	140	80	250	74	114	20	208	17	86	12	115
7:45	43	745	49	837	52	233	127	412	134	205	33	372	26	124	19	169
8:00	58	994	64	1,116	79	327	181	587	172	339	52	563	41	196	30	267
8:15	80	1,324	86	1,490	105	493	261	859	208	494	86	788	62	271	43	376
8:30	104	1,639	109	1,852	130	623	325	1,078	247	603	103	953	76	349	68	493
8:45	136	1,957	138	2,231	153	759	394	1,306	277	786	140	1,203	124	413	100	637
9:00	161	2,231	157	2,549	172	870	445	1,487	309	937	176	1,422	160	478	124	762

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	58	994	64	1,116	79	327	181	587	172	339	52	563	41	196	30	267	2,533
7:15 - 8:15	74	1,172	70	1,316	93	423	231	747	165	440	80	685	58	240	38	336	3,084
7:30 - 8:30	84	1,271	84	1,439	100	483	245	828	173	489	83	745	59	263	56	378	3,390
7:45 - 8:45	93	1,212	89	1,394	101	526	267	894	143	581	107	831	98	289	81	468	3,587
8:00 - 9:00	103	1,237	93	1,433	93	543	264	900	137	598	124	859	119	282	94	495	3,687
Peak Volumes:	103	1,237	93	1,433	93	543	264	900	137	598	124	859	119	282	94	495	3,687

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	124	598	137	93	1,237	103	94	282	119	264	543	93



INTERSECTION BICYCLE AND PEDESTRIAN COUNT SUMMARY

DATE: 11/15/2011
 COUNTER Patti and Ron
 INTERSECTION: N/S Paseo Padre
 E/W Mowry

AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

BICYCLE COUNT

7:00 AM TO 9:00 AM													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
700-715			1		2					2			5
715-730		1			2			1		1	1		6
730-745		2								2			4
745-800				1						1	2		4
800-815		1			1								2
815-830		1						1					2
830-845										2			2
845-900					4					1			5

HOUR TOTALS													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
700-800	0	3	1	0	5	0	0	1	0	2	7	0	19
715-815	0	4	0	0	4	0	0	1	0	2	5	0	16
730-830	0	4	0	0	2	0	0	1	0	1	4	0	12
745-845	0	2	0	0	2	0	0	1	0	1	4	0	10
800-900	0	2	0	0	5	0	0	1	0	1	2	0	11

7:00 AM TO 9:00 AM				
NORTH	EAST	SOUTH	WEST	TOTAL
1	1	4	1	7
6	5	5	2	18
4	10	13	7	34
6	7	9	9	31
6	6	11	10	33
11	12	11	9	43
6	11	15	19	51
7	15	17	15	54

HOUR TOTALS													
PERIOD	NORTH	EAST	SOUTH	WEST	TOTAL								
700-800	17	23	31	19	90								
715-815	22	28	38	28	116								
730-830	27	35	44	35	141								
745-845	29	36	46	47	158								
800-900	30	44	54	53	181								

4:00 PM TO 6:00 PM													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
400-415								3	1	2			6
415-430		1						3		2			6
430-445				1				1		1			3
445-500				1				3		1	1	1	7
500-515				1				1	2		2		6
515-530			1	1				1			2		5
530-545								2			1		3
545-600								1	2		1		4

4:00 PM TO 6:00 PM				
NORTH	EAST	SOUTH	WEST	TOTAL
5	10	4	5	24
5	11	4	3	23
4	9	2	1	16
13	12	4	3	32
4	10	7	3	24
14	14	4	3	35
7	15	5	3	30
2	10	10	8	30

HOUR TOTALS													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
400-500	0	1	0	0	2	0	0	10	1	1	6	1	22
415-515	0	1	0	0	3	0	0	8	2	1	6	1	22
430-530	0	0	1	0	4	0	0	6	2	1	6	1	21
445-545	0	0	1	0	3	0	0	7	2	1	5	2	21
500-600	0	0	1	0	2	0	0	5	4	0	5	1	18

HOUR TOTALS				
NORTH	EAST	SOUTH	WEST	TOTAL
27	42	14	12	95
26	42	17	10	95
35	45	17	10	107
38	51	20	12	121
27	49	26	17	119

PM Peak-Hour Volume Count Worksheet

Date: 11/15/11
 Counter: Patti and Ron
 Intersection Name: Paseo Padre and Mowry
 Weather: Clear Fremont

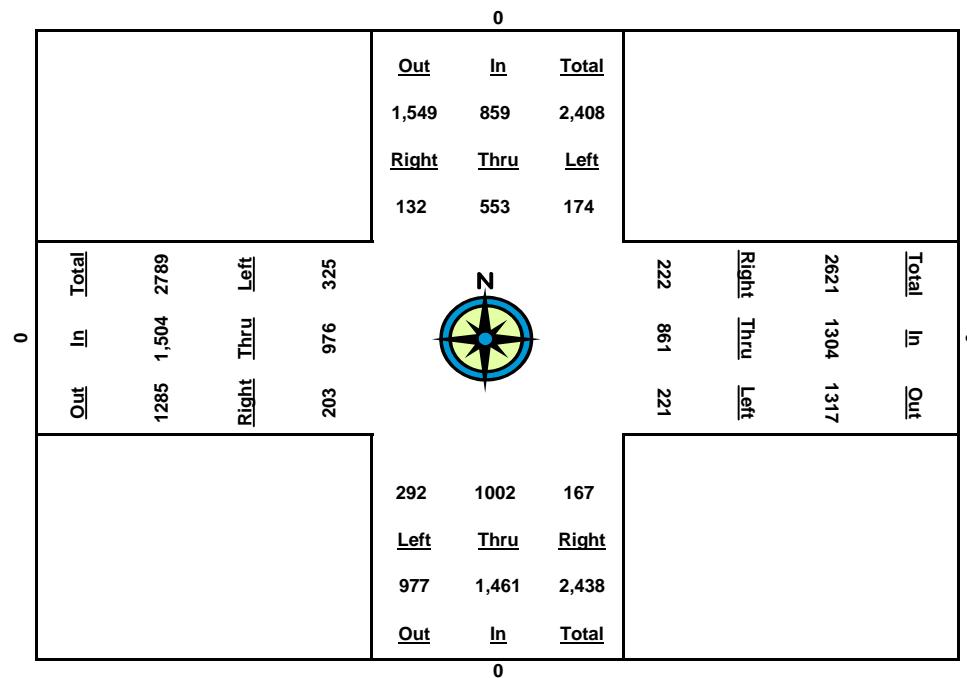
AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	0												0											
	North Approach				East Approach				South Approach				West Approach				Right	Thru	Left	Total	Right	Thru	Left	Total
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	31	112	25	168	47	174	55	276	38	205	76	319	57	191	47	295								
4:30	65	258	65	388	93	339	93	525	76	408	155	639	107	390	109	606								
4:45	93	403	99	595	146	561	139	846	113	603	211	927	164	598	179	941								
5:00	124	549	154	827	194	768	186	1,148	151	812	272	1,235	213	841	261	1,315								
5:15	152	680	193	1,025	256	961	255	1,472	192	1,072	331	1,595	268	1,107	350	1,725								
5:30	193	823	236	1,252	316	1,208	306	1,830	230	1,333	424	1,987	308	1,326	426	2,060								
5:45	226	964	293	1,483	366	1,418	360	2,144	274	1,560	509	2,343	362	1,577	497	2,436								
6:00	256	1,102	328	1,686	416	1,629	407	2,452	318	1,814	564	2,696	416	1,817	586	2,819								

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	124	549	154	827	194	768	186	1,148	151	812	272	1,235	213	841	261	1,315	4,525
4:15 - 5:15	121	568	168	857	209	787	200	1,196	154	867	255	1,276	211	916	303	1,430	4,759
4:30 - 5:30	128	565	171	864	223	869	213	1,305	154	925	269	1,348	201	936	317	1,454	4,971
4:45 - 5:45	133	561	194	888	220	857	221	1,298	161	957	298	1,416	198	979	318	1,495	5,097
5:00 - 6:00	132	553	174	859	222	861	221	1,304	167	1,002	292	1,461	203	976	325	1,504	5,128

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBC	EBCR	WBL	WBT	WBR
	292	1,002	167	174	553	132	325	976	203	221	861	222	



AM Peak-Hour Volume Count Worksheet

Date: 11/15/11
 Counter: Patti and Ron
 Intersection Name: Paseo Padre and Mowry
 Weather: Clear Fremont

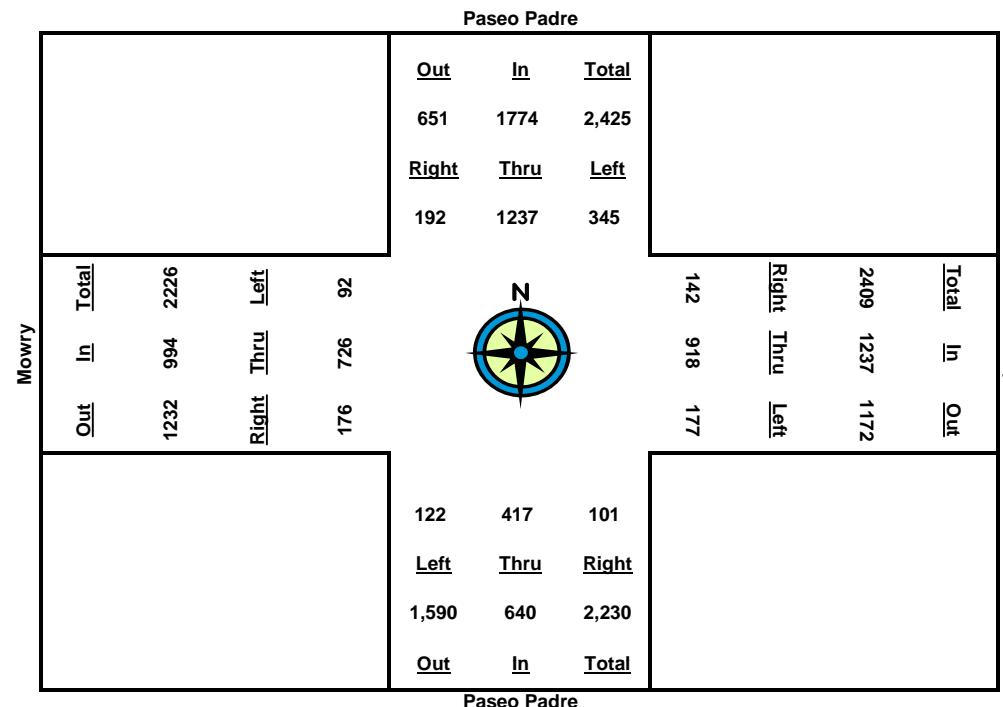
AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Paseo Padre				Mowry				Paseo Padre				Mowry			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	21	142	42	205	27	97	11	135	9	50	17	76	27	173	10	210
7:30	46	335	105	486	52	261	39	352	30	105	34	169	60	350	24	434
7:45	79	596	179	854	98	493	63	654	61	195	61	317	79	542	40	661
8:00	112	892	276	1,280	147	782	88	1,017	79	300	90	469	102	739	63	904
8:15	157	1,294	365	1,816	179	985	135	1,299	109	406	120	635	140	917	85	1,142
8:30	218	1,550	444	2,212	208	1,202	186	1,596	128	524	157	809	202	1,108	112	1,422
8:45	271	1,833	524	2,628	240	1,411	240	1,891	162	612	183	957	255	1,268	132	1,655
9:00	336	2,124	590	3,050	270	1,591	295	2,156	199	726	222	1,147	315	1,460	165	1,940

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	112	892	276	1,280	147	782	88	1,017	79	300	90	469	102	739	63	904	3,670
7:15 - 8:15	136	1,152	323	1,611	152	888	124	1,164	100	356	103	559	113	744	75	932	4,266
7:30 - 8:30	172	1,215	339	1,726	156	941	147	1,244	98	419	123	640	142	758	88	988	4,598
7:45 - 8:45	192	1,237	345	1,774	142	918	177	1,237	101	417	122	640	176	726	92	994	4,645
8:00 - 9:00	224	1,232	314	1,770	123	809	207	1,139	120	426	132	678	213	721	102	1,036	4,623
Peak Volumes:	192	1,237	345	1,774	142	918	177	1,237	101	417	122	640	176	726	92	994	4,645

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	122	417	101	345	1,237	192	92	726	176	177	918	142



INTERSECTION BICYCLE AND PEDESTRIAN COUNT SUMMARY

DATE: 11/16/2011
 COUNTER Patti, Ron, Stuart
 INTERSECTION: N/S Paseo Padre
 E/W Country

AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

BICYCLE COUNT

7:00 AM TO 9:00 AM													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
700-715			1			1				1			3
715-730			3			3			1	1			8
730-745			1			1			1	2			5
745-800						6							6
800-815			2								1		3
815-830			2										2
830-845			1						1				2
845-900													0

HOUR TOTALS													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
700-800	0	5	0	0	11	0	0	2	3	1	0	0	22
715-815	0	6	0	0	10	0	0	2	3	0	1	0	22
730-830	0	5	0	0	7	0	0	1	2	0	1	0	16
745-845	0	5	0	0	6	0	0	1	0	0	1	0	13
800-900	0	5	0	0	0	0	0	1	0	0	1	0	7

4:00 PM TO 6:00 PM													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
400-415								1					1
415-430			1							1			2
430-445											1		1
445-500							1			1			2
500-515				1				3					4
515-530					3			1					4
530-545					1			1					2
545-600						1							1

HOUR TOTALS													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
400-500	0	1	0	0	0	0	0	2	0	0	2	1	6
415-515	0	1	0	1	0	0	0	4	0	0	2	1	9
430-530	0	0	0	1	3	0	0	5	0	0	1	1	11
445-545	0	0	0	1	4	0	0	6	0	0	1	0	12
500-600	0	0	0	1	4	0	0	6	0	0	0	0	11

PEDESTRIAN COUNT

7:00 AM TO 9:00 AM				
NORTH	EAST	SOUTH	WEST	TOTAL
		2		2
4			1	5
8	1	3	5	17
3		1	1	5
2	2	2	2	8
1	1	1		3
	1	3	1	5
			3	3

HOUR TOTALS				
NORTH	EAST	SOUTH	WEST	TOTAL
15	3	4	7	29
17	3	6	9	35
14	4	7	8	33
6	4	7	4	21
3	4	6	6	19

4:00 PM TO 6:00 PM				
NORTH	EAST	SOUTH	WEST	TOTAL
3	1			4
	1	5		6
	2	2		4
	3	2	1	6
1	1		1	3
2	1	1	1	5
1	1	1	2	5

HOUR TOTALS				
NORTH	EAST	SOUTH	WEST	TOTAL
3	7	9	1	20
0	6	9	3	18
1	6	4	4	15
3	5	3	5	16
4	3	2	6	15

PM Peak-Hour Volume Count Worksheet

Date: 11/16/11

Counter: Patti and Stuart

Intersection Name: Paseo Padre and Country

Weather: Clear Fremont

AUTO-CENSUS

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

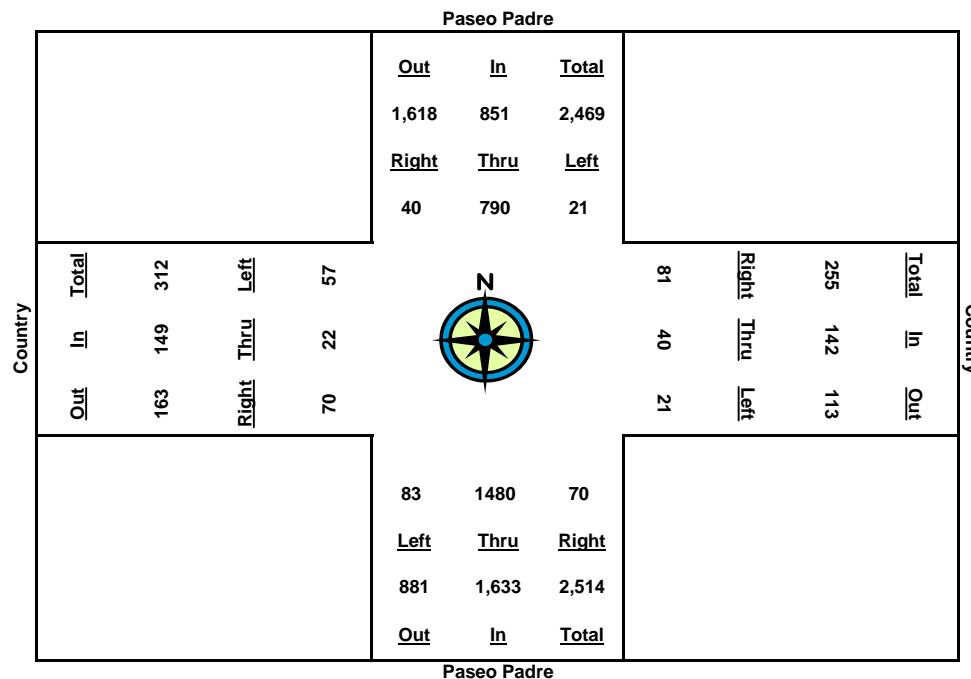
Los Gatos, CA 95032

Phone 408-826-9673 Fax 408-877-1625

Start Time	Paseo Padre				Country				Paseo Padre				Country			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	12	182	4	198	18	7	5	30	17	283	15	315	15	9	8	32
4:30	18	366	15	399	37	11	8	56	30	582	23	635	30	16	15	61
4:45	30	550	21	601	59	21	13	93	40	894	32	966	50	28	31	109
5:00	43	750	32	825	73	33	16	122	53	1,210	52	1,315	58	35	41	134
5:15	48	906	37	991	102	44	22	168	68	1,616	75	1,759	78	45	49	172
5:30	62	1,116	43	1,221	130	54	25	209	82	1,979	91	2,152	98	48	68	214
5:45	73	1,324	47	1,444	146	61	31	238	104	2,338	110	2,552	106	50	81	237
6:00	83	1,540	53	1,676	154	73	37	264	123	2,690	135	2,948	128	57	98	283

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	43	750	32	825	73	33	16	122	53	1,210	52	1,315	58	35	41	134	2,396
4:15 - 5:15	36	724	33	793	84	37	17	138	51	1,333	60	1,444	63	36	41	140	2,515
4:30 - 5:30	44	750	28	822	93	43	17	153	52	1,397	68	1,517	68	32	53	153	2,645
4:45 - 5:45	43	774	26	843	87	40	18	145	64	1,444	78	1,586	56	22	50	128	2,702
5:00 - 6:00	40	790	21	851	81	40	21	142	70	1,480	83	1,633	70	22	57	149	2,775

Peak Volumes:	40	790	21	851	81	40	21	142	70	1,480	83	1,633	70	22	57	149	2,775
Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBC	WBL	WBT	WBR					
	83	1,480	70	21	790	40	57	22	70	21	40	81					



AM Peak-Hour Volume Count Worksheet

Date: 11/16/11
 Counter: Patti and Ron
 Intersection Name: Paseo Padre and Country
 Weather: Clear Fremont

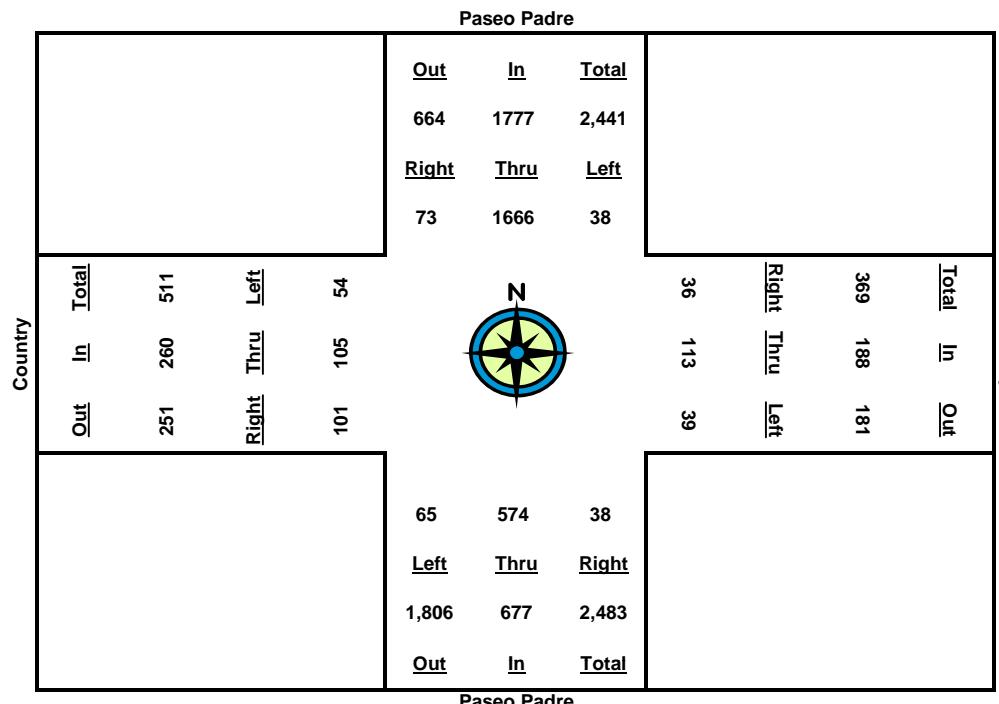
AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Paseo Padre				Country				Paseo Padre				Country			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7	190	6	203	3	4	7	14	6	68	6	80	11	9	6	26
7:30	17	494	9	520	11	11	10	32	14	144	14	172	28	14	12	54
7:45	61	864	14	939	17	43	17	77	18	246	29	293	47	23	22	92
8:00	99	1,238	16	1,353	31	104	21	156	26	375	57	458	86	61	43	190
8:15	113	1,662	27	1,802	42	129	35	206	33	522	72	627	117	98	57	272
8:30	124	2,113	37	2,274	49	154	54	257	43	660	83	786	130	120	66	316
8:45	134	2,530	52	2,716	53	156	56	265	56	820	94	970	148	128	76	352
9:00	139	2,901	62	3,102	60	163	60	283	70	982	108	1,160	165	145	86	396

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	99	1,238	16	1,353	31	104	21	156	26	375	57	458	86	61	43	190	2,157
7:15 - 8:15	106	1,472	21	1,599	39	125	28	192	27	454	66	547	106	89	51	246	2,584
7:30 - 8:30	107	1,619	28	1,754	38	143	44	225	29	516	69	614	102	106	54	262	2,855
7:45 - 8:45	73	1,666	38	1,777	36	113	39	188	38	574	65	677	101	105	54	260	2,902
8:00 - 9:00	40	1,663	46	1,749	29	59	39	127	44	607	51	702	79	84	43	206	2,784
Peak Volumes:	73	1,666	38	1,777	36	113	39	188	38	574	65	677	101	105	54	260	2,902

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	65	574	38	38	1,666	73	54	105	101	39	113	36



INTERSECTION BICYCLE AND PEDESTRIAN COUNT SUMMARY

DATE: 11/16/2011
 COUNTER Logan, Stuart, Patti, Shaun
 INTERSECTION: N/S Paseo Padre
 E/W Capitol

AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

BICYCLE COUNT

7:00 AM TO 9:00 AM													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
700-715										1			1
715-730		3			1								4
730-745			1		1		1				1		4
745-800		1						1					2
800-815		1											1
815-830		4											4
830-845							1	1					2
845-900													0

HOUR TOTALS													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
700-800	0	4	1	0	2	0	1	1	0	0	2	0	11
715-815	0	5	1	0	2	0	1	1	0	0	1	0	11
730-830	0	6	1	0	1	0	1	1	0	0	1	0	11
745-845	0	6	0	0	0	0	1	2	0	0	0	0	9
800-900	0	5	0	0	0	0	1	1	0	0	0	0	7

4:00 PM TO 6:00 PM													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
400-415								1					1
415-430		1				1							2
430-445						1							1
445-500													0
500-515		1								1			2
515-530		1							1				2
530-545					2								2
545-600													0

HOUR TOTALS													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
400-500	0	1	0	0	0	2	1	0	0	0	0	0	4
415-515	0	2	0	0	0	2	0	0	0	0	1	0	5
430-530	0	2	0	0	0	1	0	1	0	0	1	0	5
445-545	0	2	0	0	2	0	0	1	0	0	1	0	6
500-600	0	2	0	0	2	0	0	1	0	0	1	0	6

PEDESTRIAN COUNT

7:00 AM TO 9:00 AM				
NORTH	EAST	SOUTH	WEST	TOTAL
		1		1
2	1	2	1	6
2	2	1	1	6
2	3	3		8
1	3	1		5
1	3	4		8
4	1	4	2	11
3	3	3	4	13

HOUR TOTALS				
NORTH	EAST	SOUTH	WEST	TOTAL
6	6	7	2	21
7	9	7	2	25
6	11	9	1	27
8	10	12	2	32
9	10	12	6	37

4:00 PM TO 6:00 PM				
NORTH	EAST	SOUTH	WEST	TOTAL
4	1	1	1	7
	1	3	1	5
2	1	3	4	10
1		3	2	6
1	1	5	2	9
		4	2	6
2		7	3	12
	1	6	0	7

HOUR TOTALS				
NORTH	EAST	SOUTH	WEST	TOTAL
7	3	10	8	28
4	3	14	9	30
4	2	15	10	31
4	1	19	9	33
3	2	22	7	34

PM Peak-Hour Volume Count Worksheet

Date: 11/16/11

Counter: Patti and Shaun

Intersection Name: Paseo Padre and Capitol

Weather: Clear

AUTO-CENSUS

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

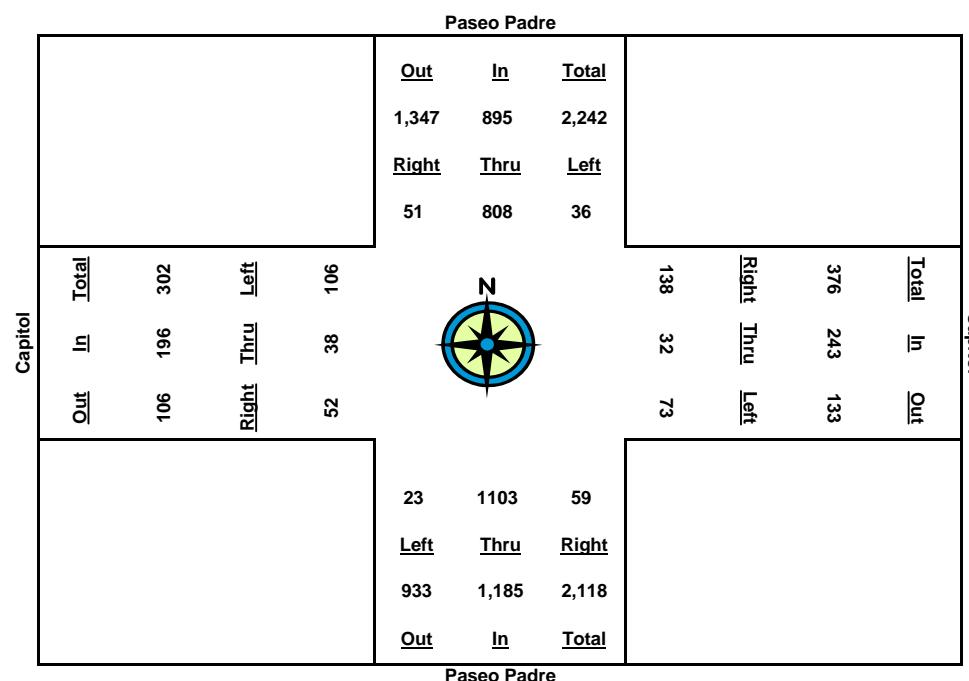
Los Gatos, CA 95032

Phone 408-826-9673 Fax 408-877-1625

Start Time	Paseo Padre				Capitol				Paseo Padre				Capitol			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	19	169	23	211	42	7	19	68	9	217	3	229	12	8	27	47
4:30	35	347	29	411	86	17	41	144	27	445	6	478	19	22	55	96
4:45	44	511	38	593	111	29	60	200	47	721	10	778	33	39	82	154
5:00	52	691	55	798	143	40	85	268	59	965	19	1,043	53	48	112	213
5:15	57	881	62	1,000	175	47	96	318	75	1,229	21	1,325	65	54	148	267
5:30	69	1,092	71	1,232	219	58	110	387	86	1,515	36	1,637	79	66	179	324
5:45	84	1,312	84	1,480	242	64	129	435	99	1,800	39	1,938	96	79	203	378
6:00	103	1,499	91	1,693	281	72	158	511	118	2,068	42	2,228	105	86	218	409

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	52	691	55	798	143	40	85	268	59	965	19	1,043	53	48	112	213	2,322
4:15 - 5:15	38	712	39	789	133	40	77	250	66	1,012	18	1,096	53	46	121	220	2,355
4:30 - 5:30	34	745	42	821	133	41	69	243	59	1,070	30	1,159	60	44	124	228	2,451
4:45 - 5:45	40	801	46	887	131	35	69	235	52	1,079	29	1,160	63	40	121	224	2,506
5:00 - 6:00	51	808	36	895	138	32	73	243	59	1,103	23	1,185	52	38	106	196	2,519

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBC	EBC	EBC	WBL	WBT	WBR
	23	1,103	59	36	808	51	106	38	52	73	32	138	106	196



AM Peak-Hour Volume Count Worksheet

Date: 11/16/11
 Counter: Logan and Stuart
 Intersection Name: Paseo Padre and Capitol
 Weather: Clear

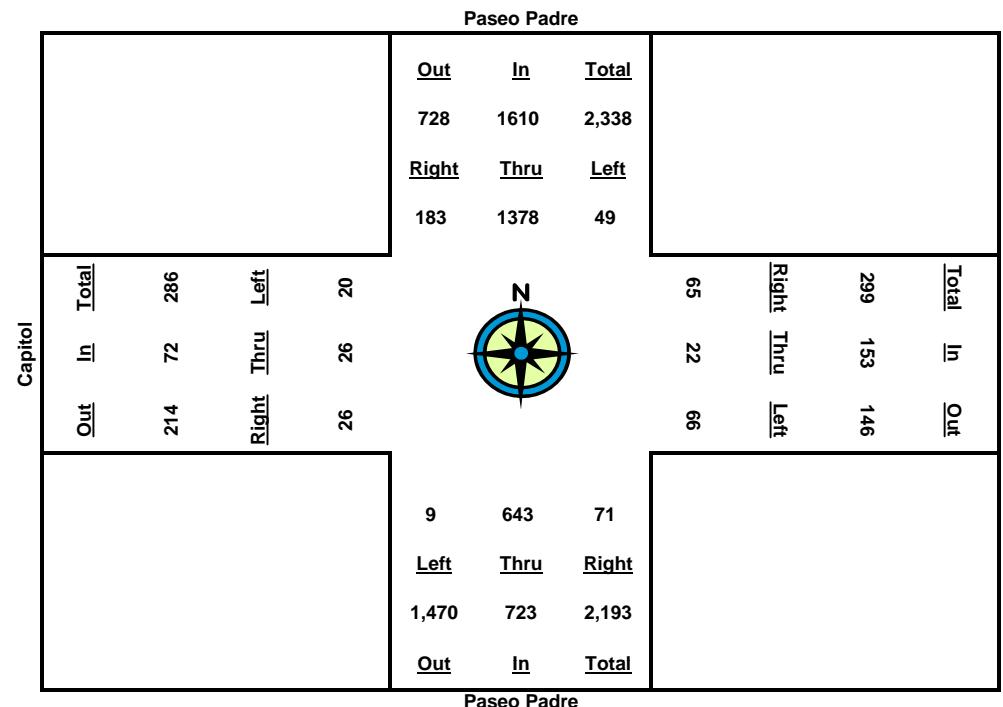
AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Paseo Padre				Capitol				Paseo Padre				Capitol			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	5	124	6	135	7	1	3	11	7	57	1	65	2	3	2	7
7:30	16	626	11	653	18	4	13	35	18	136	3	157	3	4	5	12
7:45	35	649	17	701	31	8	22	61	29	242	3	274	5	6	8	19
8:00	67	944	29	1,040	42	18	34	94	42	398	5	445	14	13	13	40
8:15	112	1,302	46	1,460	62	23	49	134	64	550	7	621	21	18	18	57
8:30	163	1,663	59	1,885	78	30	62	170	79	696	8	783	26	24	23	73
8:45	208	1,996	67	2,271	95	35	86	216	98	864	9	971	30	28	29	87
9:00	250	2,322	78	2,650	107	40	100	247	113	1,041	14	1,168	40	39	33	112

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	67	944	29	1,040	42	18	34	94	42	398	5	445	14	13	13	40	1,619
7:15 - 8:15	107	1,178	40	1,325	55	22	46	123	57	493	6	556	19	15	16	50	2,054
7:30 - 8:30	147	1,037	48	1,232	60	26	49	135	61	560	5	626	23	20	18	61	2,054
7:45 - 8:45	173	1,347	50	1,570	64	27	64	155	69	622	6	697	25	22	21	68	2,490
8:00 - 9:00	183	1,378	49	1,610	65	22	66	153	71	643	9	723	26	26	20	72	2,558
Peak Volumes:	183	1,378	49	1,610	65	22	66	153	71	643	9	723	26	26	20	72	2,558

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	9	643	71	49	1,378	183	20	26	26	66	22	65



Turn Count Summary

Location: Hastings at mowry, Fremont, ca
 GPS Coordinates: N = 37.553240, W= -121.983688

Date: 2011-11-15
 Day of week: Tuesday
 Weather: mn
 Analyst:

Bicycle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05:57	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	0	0	2	0	1	0	0	2	0	7	16:02
07:15	1	0	0	1	0	0	0	0	1	0	3	16:15	
07:30	0	1	0	0	0	0	0	0	2	0	3	16:30	
07:45	0	2	0	0	2	0	0	0	0	2	0	6	16:45
08:00	0	2	0	0	1	0	0	0	0	0	0	3	17:00
08:15	0	2	0	0	0	0	0	0	0	0	0	2	17:15
08:30	0	0	0	0	0	0	1	0	0	1	0	2	17:30
08:45	0	0	0	0	2	0	1	0	0	0	0	3	17:45

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total										
06:57	0	0	0	1	0	1	0	0	1	0	1	2	9
07:00	0	1	1	2	0	2	1	3	4	0	0	7	16:02
07:15	0	0	0	0	0	0	0	3	3	0	0	3	16:15
07:30	0	1	1	2	0	2	0	2	2	0	2	4	16:30
07:45	0	1	1	1	2	0	1	1	2	0	2	4	16:45
08:00	0	1	1	0	0	0	0	2	2	0	0	4	17:00
08:15	0	1	1	0	0	0	0	2	2	0	0	4	17:15
08:30	0	0	0	0	2	2	1	0	1	0	0	3	17:30
08:45	0	0	0	1	0	1	0	1	1	0	0	2	17:45

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total										
16:02	0	0	0	1	4	5	1	1	2	2	0	2	9
16:15	0	3	3	2	1	3	3	2	5	1	0	1	12
16:30	0	1	1	0	2	2	2	2	0	2	4	0	9
16:45	0	1	1	4	0	4	2	2	4	0	0	0	9
17:00	0	0	0	1	0	1	1	2	3	5	2	0	8
17:15	0	1	1	0	0	0	2	2	2	4	4	0	9
17:30	1	3	4	0	1	1	2	1	3	1	0	1	9
17:45	0	0	0	0	1	1	0	1	1	0	1	2	9

Turn Count Summary

Location: Hastings at mowry, Fremont
 GPS Coordinates: N = 37.553240, W= -121.983688

Date: 1/17/11
 Day of week: Thursday
 Weather: mn
 Analyst:

Bicycle traffic

PM Peak-Hour Volume Count Worksheet

Date: 11/17/11
 Counter: BW & MN
 Intersection Name: Mowry & Hastings
 Weather: Clear
 City/Project: 11BW13

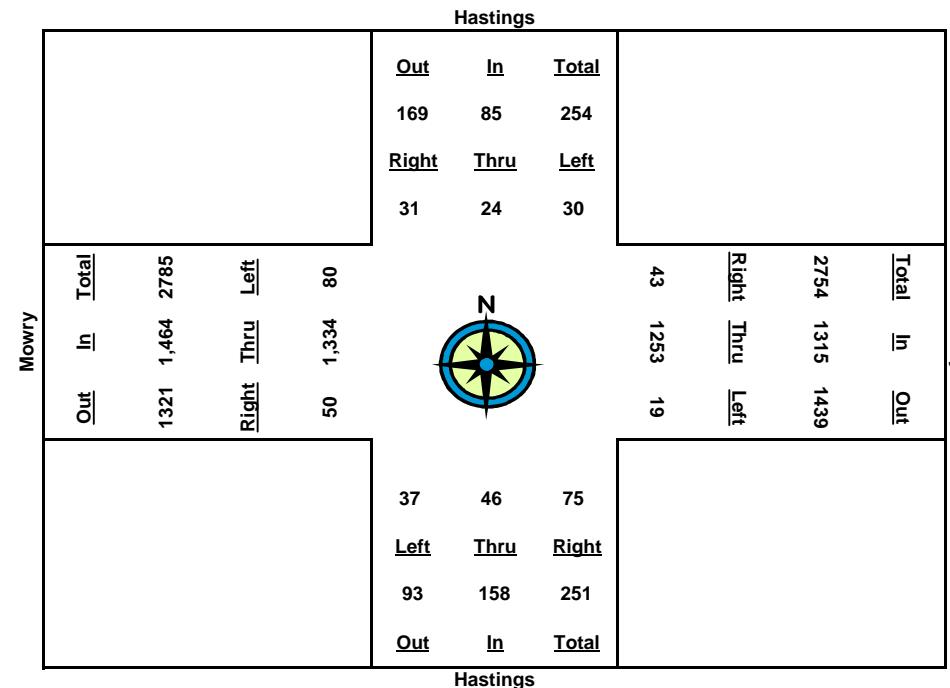
HEXAGON TRANSPORTATION CONSULTANTS

4377 First Street, Suite A
 Pleasanton, CA 94566
 Phone 925-225-1439 Fax 925-225-0688

Start Time	Hastings				Mowry				Hastings				Mowry			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00																
4:15	5	11	5	21	5	262	11	278	7	13	3	23	6	294	8	308
4:30	7	16	13	36	13	551	13	577	17	31	14	62	12	644	28	684
4:45	17	21	16	54	22	876	14	912	32	44	22	98	25	931	39	995
5:00	22	26	22	70	30	1,155	19	1,204	56	55	35	146	39	1,301	57	1,397
5:15	29	33	30	92	39	1,490	29	1,558	78	64	41	183	51	1,577	85	1,713
5:30	38	40	43	121	56	1,804	32	1,892	92	77	51	220	62	1,978	108	2,148
5:45	47	49	58	154	76	2,074	39	2,189	100	90	75	265	71	2,255	139	2,465
6:00	52	51	68	171	88	2,339	47	2,474	113	102	84	299	80	2,497	161	2,738

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	22	26	22	70	30	1,155	19	1,204	56	55	35	146	39	1,301	57	1,397	2,817
4:15 - 5:15	24	22	25	71	34	1,228	18	1,280	71	51	38	160	45	1,283	77	1,405	2,916
4:30 - 5:30	31	24	30	85	43	1,253	19	1,315	75	46	37	158	50	1,334	80	1,464	3,022
4:45 - 5:45	30	28	42	100	54	1,198	25	1,277	68	46	53	167	46	1,324	100	1,470	3,014
5:00 - 6:00	30	25	46	101	58	1,184	28	1,270	57	47	49	153	41	1,196	104	1,341	2,865

Peak Volumes:	31	24	30	85	43	1,253	19	1,315	75	46	37	158	50	1,334	80	1,464	3,022
Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR					
	37	46	75	30	24	31	80	1,334	50	19	1,253	43					



AM Peak-Hour Volume Count Worksheet

Date: 11/15/11
 Counter: BW & MN
 Intersection Name: Mowry & Hastings
 Weather: Clear
 City/Project: 11BW13

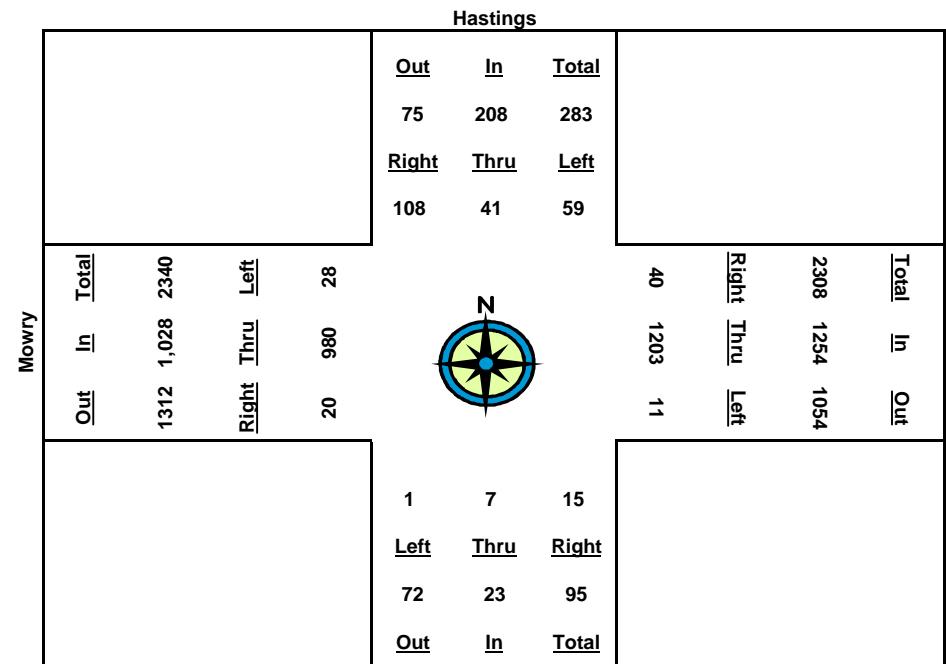
HEXAGON TRANSPORTATION CONSULTANT

4377 First Street, Suite A
 Pleasanton, CA 94566
 Phone 925-225-1439 Fax 925-225-0688

Start Time	Hastings				Mowry				Hastings				Mowry			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00																
7:15	6	2	7	15	7	145	0	152	1	0	1	2	1	200	3	204
7:30	21	4	16	41	11	339	1	351	2	2	2	6	5	403	6	414
7:45	46	11	23	80	22	618	1	641	5	4	2	11	13	610	8	631
8:00	74	18	47	139	38	962	4	1,004	6	4	2	12	17	840	11	868
8:15	102	31	57	190	45	1,212	6	1,263	9	5	2	16	22	1,093	17	1,132
8:30	131	38	68	237	51	1,549	8	1,608	13	8	3	24	29	1,355	29	1,413
8:45	154	52	82	288	62	1,821	12	1,895	20	11	3	34	33	1,590	36	1,659
9:00	165	60	90	315	68	2,074	19	2,161	22	17	4	43	39	1,843	51	1,933

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	74	18	47	139	38	962	4	1,004	6	4	2	12	17	840	11	868	2,023
7:15 - 8:15	96	29	50	175	38	1,067	6	1,111	8	5	1	14	21	893	14	928	2,228
7:30 - 8:30	110	34	52	196	40	1,210	7	1,257	11	6	1	18	24	952	23	999	2,470
7:45 - 8:45	108	41	59	208	40	1,203	11	1,254	15	7	1	23	20	980	28	1,028	2,513
8:00 - 9:00	91	42	43	176	30	1,112	15	1,157	16	13	2	31	22	1,003	40	1,065	2,429

Peak Volumes:	108	41	59	208	40	1,203	11	1,254	15	7	1	23	20	980	28	1,028	2,513
Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	1	7	15	59	41



INTERSECTION BICYCLE AND PEDESTRIAN COUNT SUMMARY

DATE: 11/15/2011
COUNTER Logan, Stuart, Sam, Peter
INTERSECTION: N/S Fremont
E/W Mowry

AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

BICYCLE COUNT

7:00 AM TO 9:00 AM													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
700-715			3		1				3		2		9
715-730			3			2			1		1		7
730-745	1	2						2			1		6
745-800		1			1			2	1		1		6
800-815		2											2
815-830		1		1	2								4
830-845		2			2			1			1		6
845-900					2					1			3

HOUR TOTALS													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
700-800	1	9	0	1	3	0	0	8	1	0	5	0	28
715-815	1	8	0	0	3	0	0	5	1	0	3	0	21
730-830	1	6	0	1	3	0	0	4	1	0	2	0	18
745-845	0	6	0	1	5	0	0	3	1	0	2	0	18
800-900	0	5	0	1	6	0	0	1	0	1	1	0	15

4:00 PM TO 6:00 PM													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
400-415				1		1			2			2	6
415-430			4			2		1	3			1	11
430-445						1			2			1	4
445-500			1			1		1			1		4
500-515		3	2		4	1	1				1		12
515-530						1							1
530-545		5							2				7
545-600		2			1								3

HOUR TOTALS													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
400-500	0	5	1	0	5	0	2	7	0	0	4	1	25
415-515	0	8	2	0	8	1	3	5	0	0	3	1	31
430-530	0	4	2	0	7	1	2	2	0	0	2	1	21
445-545	0	9	2	0	6	1	2	2	0	0	2	0	24
500-600	0	10	2	0	6	1	1	2	0	0	1	0	23

PEDESTRIAN COUNT

7:00 AM TO 9:00 AM				
NORTH	EAST	SOUTH	WEST	TOTAL
		3	1	11
6	2	5	5	18
4	5	3	5	17
5	3		4	12
11	4	3	5	23
4	3	1	12	20
7	3	3	5	18
3	1	5	6	15

HOUR TOTALS				
NORTH	EAST	SOUTH	WEST	TOTAL
15	13	9	21	58
26	14	11	19	70
24	15	7	26	72
27	13	7	26	73
25	11	12	28	76

4:00 PM TO 6:00 PM				
NORTH	EAST	SOUTH	WEST	TOTAL
11	11	6	5	33
11	19	7	15	52
15	10	3	18	46
6	15	5	6	32
10	14	5	23	52
2	7	9	12	30
12	13	11	8	44
3	15	7	4	29

HOUR TOTALS				
NORTH	EAST	SOUTH	WEST	TOTAL
43	55	21	44	163
42	58	20	62	182
33	46	22	59	160
30	49	30	49	158
27	49	32	47	155

PM Peak-Hour Volume Count Worksheet

Date: 11/15/11
 Counter: Sam and Peter
 Intersection Name: Fremont and Mowry
 Weather: Clear

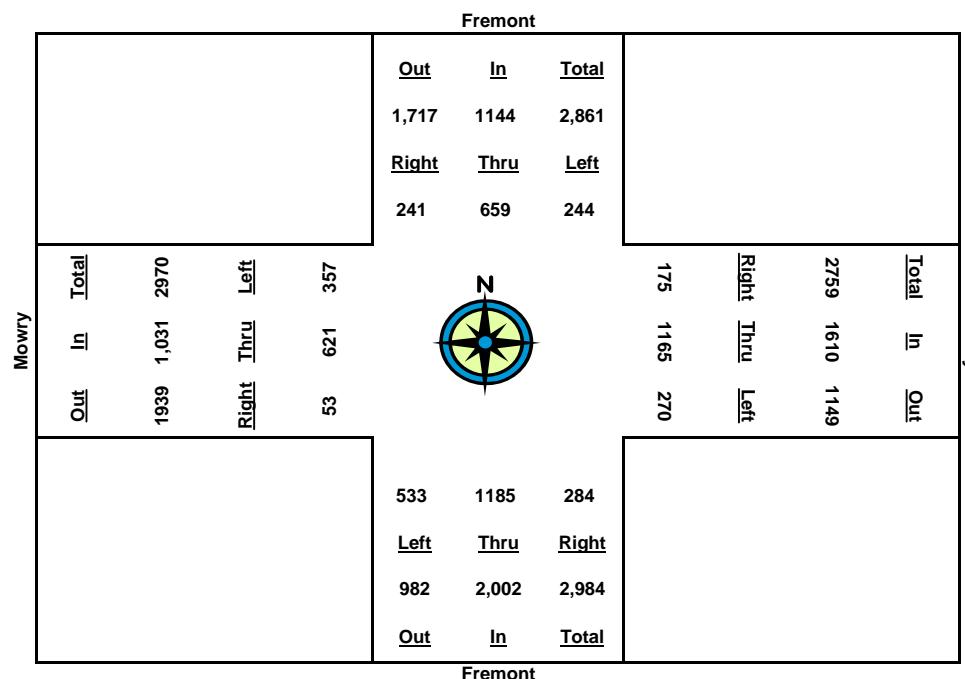
AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Fremont				Mowry				Fremont				Mowry			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	42	163	66	271	31	244	63	338	48	259	122	429	14	178	83	275
4:30	97	332	124	553	60	457	116	633	89	539	230	858	30	317	149	496
4:45	152	513	180	845	95	747	190	1,032	150	835	336	1,321	42	533	235	810
5:00	213	669	240	1,122	143	963	256	1,362	206	1,086	448	1,740	50	751	355	1,156
5:15	266	818	321	1,405	183	1,228	322	1,733	269	1,364	520	2,153	59	921	459	1,439
5:30	314	989	358	1,661	237	1,540	391	2,168	312	1,653	690	2,655	74	1,096	536	1,706
5:45	394	1,163	418	1,975	279	1,861	468	2,608	407	1,976	834	3,217	89	1,237	621	1,947
6:00	454	1,328	484	2,266	318	2,128	526	2,972	490	2,271	981	3,742	103	1,372	712	2,187

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	213	669	240	1,122	143	963	256	1,362	206	1,086	448	1,740	50	751	355	1,156	5,380
4:15 - 5:15	224	655	255	1,134	152	984	259	1,395	221	1,105	398	1,724	45	743	376	1,164	5,417
4:30 - 5:30	217	657	234	1,108	177	1,083	275	1,535	223	1,114	460	1,797	44	779	387	1,210	5,650
4:45 - 5:45	242	650	238	1,130	184	1,114	278	1,576	257	1,141	498	1,896	47	704	386	1,137	5,739
5:00 - 6:00	241	659	244	1,144	175	1,165	270	1,610	284	1,185	533	2,002	53	621	357	1,031	5,787

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBC	EBC	WBL	WBT	WBR
	533	1,185	284	244	659	241	357	621	53	270	1,165	175	



AM Peak-Hour Volume Count Worksheet

Date: 11/15/11
 Counter: Logan and Stuart
 Intersection Name: Fremont and Mowry
 Weather: Clear

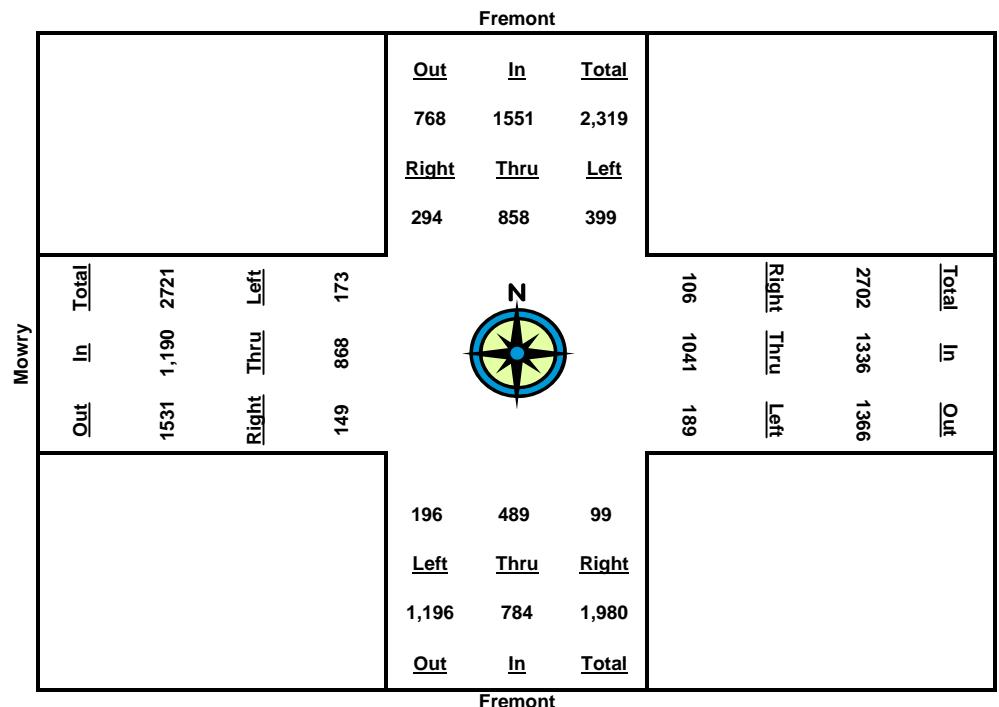
AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Fremont				Mowry				Fremont				Mowry			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	23	50	36	109	7	130	19	156	12	48	16	76	19	174	24	217
7:30	68	179	96	343	21	325	39	385	38	108	52	198	37	348	50	435
7:45	115	325	152	592	65	536	79	680	49	192	82	323	61	536	104	701
8:00	188	502	260	950	135	745	110	990	70	313	124	507	80	682	176	938
8:15	246	677	373	1,296	165	1,002	162	1,329	86	433	164	683	107	879	225	1,211
8:30	331	912	472	1,715	194	1,291	197	1,682	105	562	221	888	149	1,091	265	1,505
8:45	413	1,163	576	2,152	219	1,550	250	2,019	135	680	272	1,087	182	1,297	299	1,778
9:00	482	1,360	659	2,501	241	1,786	299	2,326	169	802	320	1,291	229	1,550	349	2,128

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	188	502	260	950	135	745	110	990	70	313	124	507	80	682	176	938	3,385
7:15 - 8:15	223	627	337	1,187	158	872	143	1,173	74	385	148	607	88	705	201	994	3,961
7:30 - 8:30	263	733	376	1,372	173	966	158	1,297	67	454	169	690	112	743	215	1,070	4,429
7:45 - 8:45	298	838	424	1,560	154	1,014	171	1,339	86	488	190	764	121	761	195	1,077	4,740
8:00 - 9:00	294	858	399	1,551	106	1,041	189	1,336	99	489	196	784	149	868	173	1,190	4,861

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	196	489	99	399	858	294	173	868	149	189	1,041	106



INTERSECTION BICYCLE AND PEDESTRIAN COUNT SUMMARY

DATE: 11/15/2011
 COUNTER Steve, Kevin, Matt
 INTERSECTION: N/S Civic Center
 E/W Mowry

AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

BICYCLE COUNT

7:00 AM TO 9:00 AM													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
700-715									2	1	1	1	5
715-730									1	1			2
730-745									1				1
745-800		1							1	1	1		4
800-815		1											1
815-830				1						1		1	3
830-845			1							1			2
845-900									1		1		2

HOUR TOTALS													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
700-800	0	1	0	0	0	0	0	0	5	3	2	1	12
715-815	0	2	0	0	0	0	0	0	3	2	1	0	8
730-830	0	2	0	0	1	0	0	0	2	2	1	1	9
745-845	0	3	0	0	1	0	0	0	1	3	1	1	10
800-900	0	2	0	0	1	0	0	0	1	2	1	1	8

4:00 PM TO 6:00 PM													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
400-415										1	1		2
415-430						1				2			3
430-445													0
445-500						1				2			3
500-515									2	1			3
515-530													0
530-545									2		1		3
545-600						1			1		1		3

HOUR TOTALS													
PERIOD	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	TOTAL
400-500	0	0	0	1	1	0	0	0	2	3	1	0	8
415-515	0	0	0	1	1	0	0	0	4	3	0	0	9
430-530	0	0	0	1	0	0	0	0	4	1	0	0	6
445-545	0	0	0	1	0	0	0	0	6	1	1	0	9
500-600	0	0	0	0	1	0	0	0	5	1	2	0	9

PEDESTRIAN COUNT

7:00 AM TO 9:00 AM				
NORTH	EAST	SOUTH	WEST	TOTAL
1	5	7		13
	7	6		13
2	9	6		17
5	10	3		18
8	7	3		18
6	14	4		24
5	20	8		33
8	10	10		28

HOUR TOTALS				
NORTH	EAST	SOUTH	WEST	TOTAL
8	31	22	0	61
15	33	18	0	66
21	40	16	0	77
24	51	18	0	93
27	51	25	0	103

4:00 PM TO 6:00 PM				
NORTH	EAST	SOUTH	WEST	TOTAL
5	9	10		24
3	12	12		27
1	6	6		13
	4	6		10
1	1	8		10
1	9	6		16
4	11	1		16
2	8	2		12

HOUR TOTALS				
NORTH	EAST	SOUTH	WEST	TOTAL
9	31	34	0	74
5	23	32	0	60
3	20	26	0	49
6	25	21	0	52
8	29	17	0	54

PM Peak-Hour Volume Count Worksheet

Date: 11/15/11
 Counter: Kevin and Matt
 Intersection Name: Civic Center and Mowry
 Weather: Clear Fremont

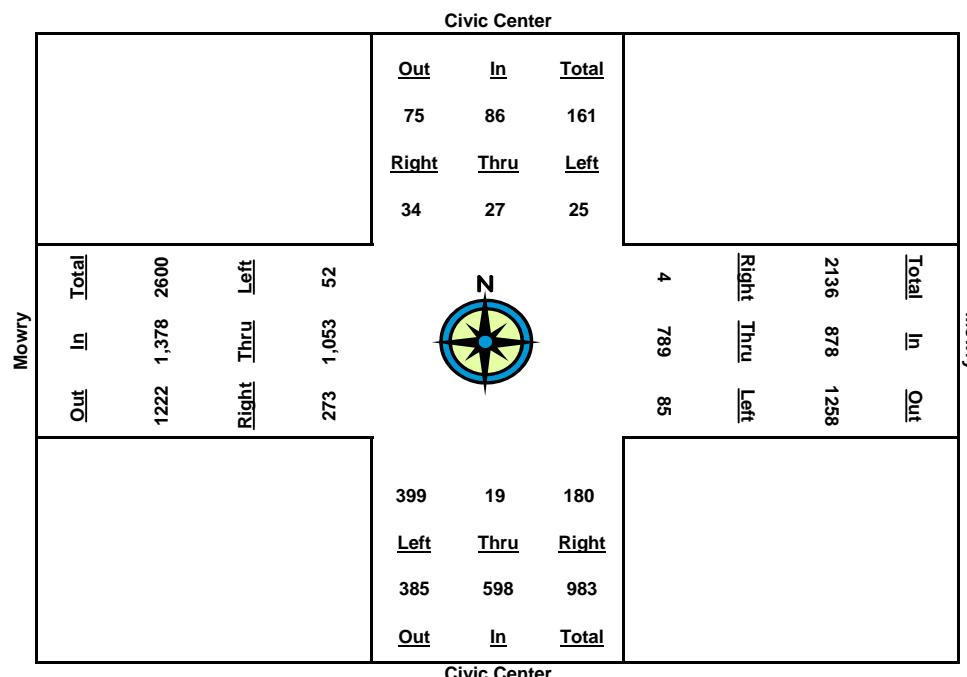
AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Civic Center				Mowry				Civic Center				Mowry			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	13	6	8	27	2	158	17	177	41	9	82	132	47	215	34	296
4:30	20	12	12	44	4	314	32	350	88	16	150	254	86	426	80	592
4:45	31	16	16	63	7	472	57	536	139	24	255	418	132	637	100	869
5:00	41	21	24	86	9	662	81	752	173	29	339	541	195	850	130	1,175
5:15	51	34	27	112	10	865	100	975	225	32	430	687	271	1,149	151	1,571
5:30	61	42	35	138	12	1,076	125	1,213	267	35	530	832	328	1,381	164	1,873
5:45	73	46	44	163	12	1,273	145	1,430	312	40	635	987	391	1,641	173	2,205
6:00	75	48	49	172	13	1,451	166	1,630	353	48	738	1,139	468	1,903	182	2,553

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	41	21	24	86	9	662	81	752	173	29	339	541	195	850	130	1,175	2,554
4:15 - 5:15	38	28	19	85	8	707	83	798	184	23	348	555	224	934	117	1,275	2,713
4:30 - 5:30	41	30	23	94	8	762	93	863	179	19	380	578	242	955	84	1,281	2,816
4:45 - 5:45	42	30	28	100	5	801	88	894	173	16	380	569	259	1,004	73	1,336	2,899
5:00 - 6:00	34	27	25	86	4	789	85	878	180	19	399	598	273	1,053	52	1,378	2,940

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBC	EBC	WBL	WBT	WBR
	399	19	180	25	27	34	52	1,053	273	85	789	4	



AM Peak-Hour Volume Count Worksheet

Date: 11/15/11
 Counter: Kevin and Steve
 Intersection Name: Civic Center and Mowry
 Weather: Clear Fremont

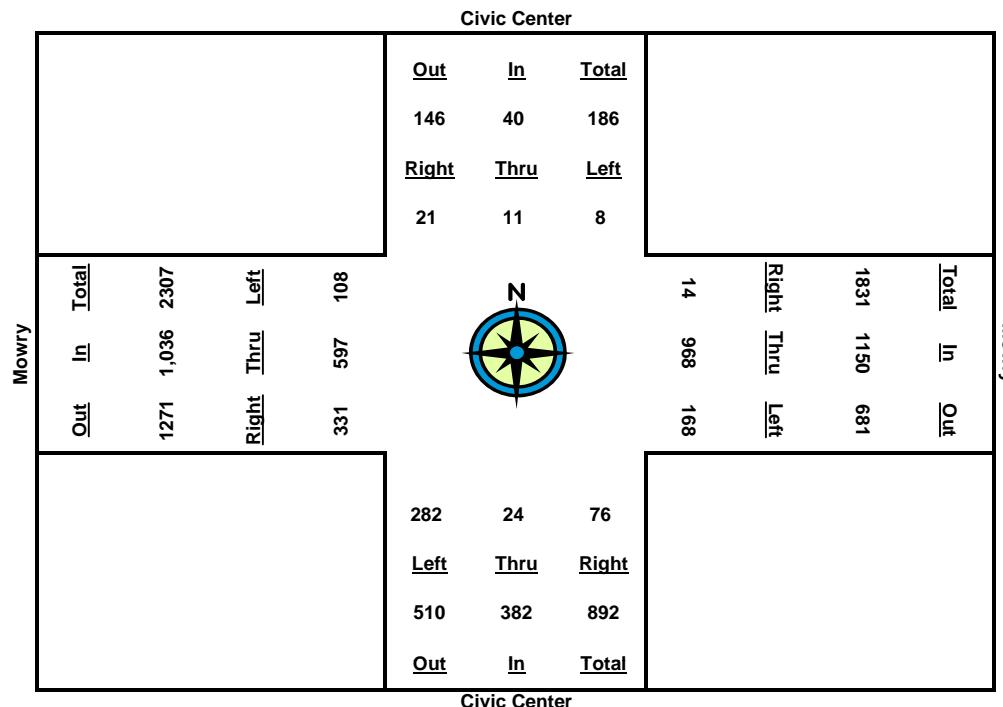
AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Civic Center				Mowry				Civic Center				Mowry			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7	2	2	11	1	104	19	124	14	5	50	69	84	120	14	218
7:30	14	3	3	20	1	265	51	317	27	6	120	153	145	247	20	412
7:45	21	5	6	32	7	495	77	579	49	10	179	238	214	414	38	666
8:00	23	6	7	36	8	762	117	887	69	18	264	351	299	562	62	923
8:15	28	9	7	44	9	1,003	172	1,184	95	25	332	452	398	735	92	1,225
8:30	35	14	11	60	15	1,233	219	1,467	103	30	402	535	476	844	128	1,448
8:45	43	18	11	72	22	1,448	240	1,710	121	34	469	624	559	981	172	1,712
9:00	52	20	13	85	28	1,657	293	1,978	141	44	528	713	622	1,106	217	1,945

Peak Hour	Right	Thru	Left	Total	PK Hour												
7:00 - 8:00	23	6	7	36	8	762	117	887	69	18	264	351	299	562	62	923	2,197
7:15 - 8:15	21	7	5	33	8	899	153	1,060	81	20	282	383	314	615	78	1,007	2,483
7:30 - 8:30	21	11	8	40	14	968	168	1,150	76	24	282	382	331	597	108	1,036	2,608
7:45 - 8:45	22	13	5	40	15	953	163	1,131	72	24	290	386	345	567	134	1,046	2,603
8:00 - 9:00	29	14	6	49	20	895	176	1,091	72	26	264	362	323	544	155	1,022	2,524
Peak Volumes:	21	11	8	40	14	968	168	1,150	76	24	282	382	331	597	108	1,036	2,608

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	282	24	76	8	11	21	108	597	331	168	968	14



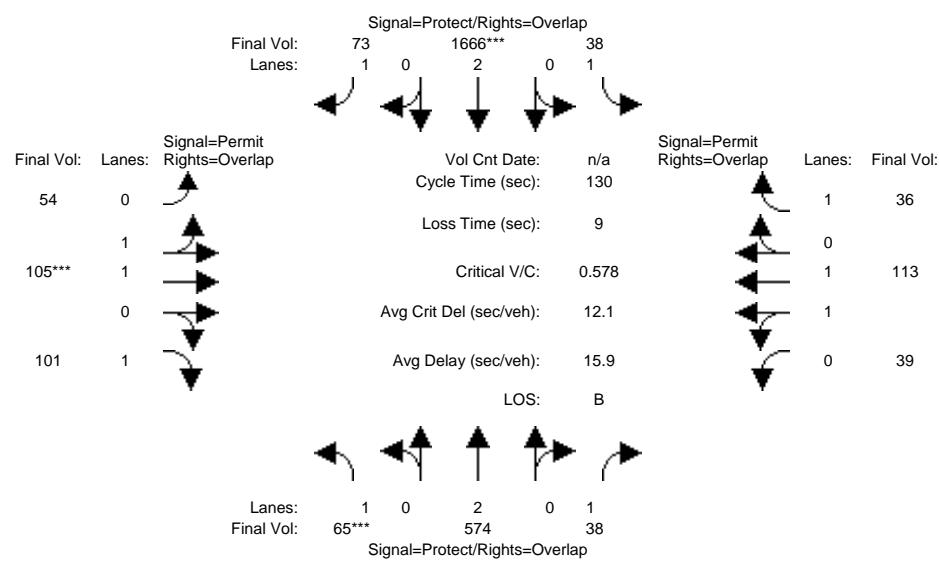
Appendix B

Intersection Level of Service Calculations

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1: Paseo Padre Pkwy and Country Dr



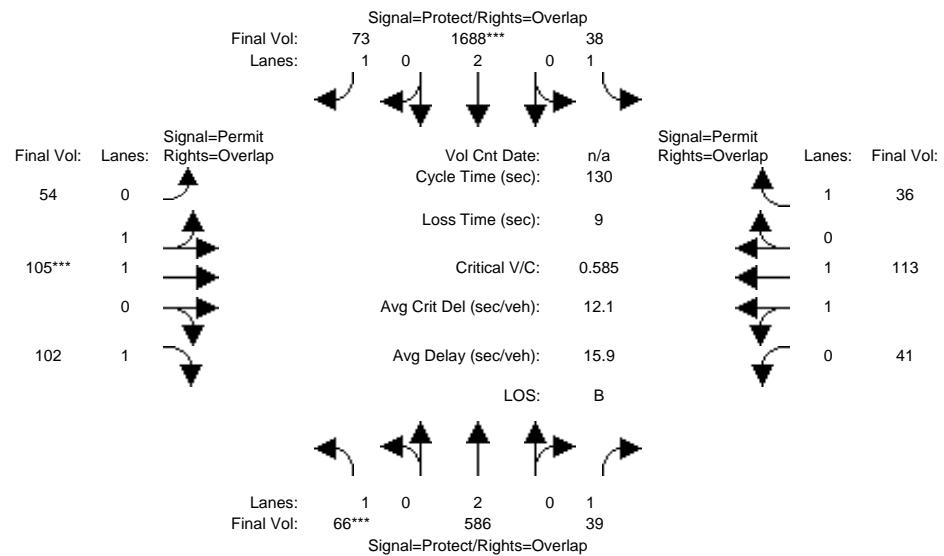
Street Name:	Paseo Padre Pkwy				Country Dr										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Base Vol:	65	574	38	38	1666	73	54	105	101	39	113	36			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	65	574	38	38	1666	73	54	105	101	39	113	36			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	65	574	38	38	1666	73	54	105	101	39	113	36			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	65	574	38	38	1666	73	54	105	101	39	113	36			
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	65	574	38	38	1666	73	54	105	101	39	113	36			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	65	574	38	38	1666	73	54	105	101	39	113	36			
Saturation Flow Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.68	1.32	1.00	0.51	1.49	1.00			
Final Sat.:	1900	3610	1900	1900	3610	1900	1291	2509	1900	975	2825	1900			
Capacity Analysis Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Vol/Sat:	0.03	0.16	0.02	0.02	0.46	0.04	0.04	0.04	0.05	0.04	0.04	0.02			
Crit Moves:	****			****		****		****							
Green Time:	7.7	82.9	82.9	28.1	103	103.3	10.0	10.0	17.7	10.0	10.0	38.1			
Volume/Cap:	0.58	0.25	0.03	0.09	0.58	0.05	0.54	0.54	0.39	0.52	0.52	0.06			
Delay/Veh:	67.1	10.2	8.7	40.9	5.4	2.9	59.9	59.9	52.2	59.4	59.4	33.2			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	67.1	10.2	8.7	40.9	5.4	2.9	59.9	59.9	52.2	59.4	59.4	33.2			
LOS by Move:	E	B	A	D	A	A	E	E	D	E	E	C			
DesignQueue:	4	8	1	2	15	1	5	5	6	5	5	2			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #1: Paseo Padre Pkwy and Country Dr



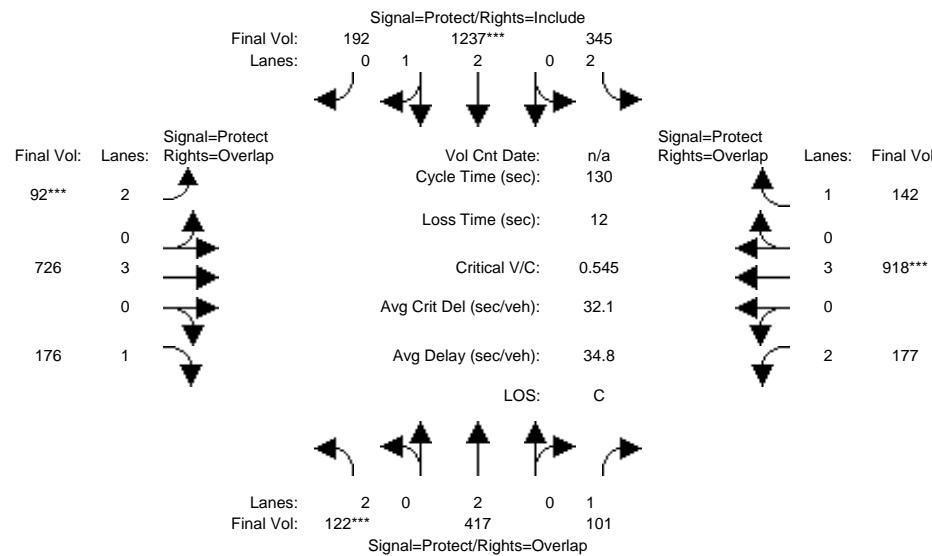
Street Name: Paseo Padre Pkwy																
Approach: North Bound				South Bound				Country Dr								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:	<hr/>															
Base Vol:	66	586	39	38	1688	73	54	105	102	41	113	36				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	66	586	39	38	1688	73	54	105	102	41	113	36				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	66	586	39	38	1688	73	54	105	102	41	113	36				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	66	586	39	38	1688	73	54	105	102	41	113	36				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	66	586	39	38	1688	73	54	105	102	41	113	36				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	66	586	39	38	1688	73	54	105	102	41	113	36				
Saturation Flow Module:	<hr/>															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.68	1.32	1.00	0.53	1.47	1.00				
Final Sat.:	1900	3610	1900	1900	3610	1900	1291	2509	1900	1012	2788	1900				
Capacity Analysis Module:	<hr/>															
Vol/Sat:	0.03	0.16	0.02	0.02	0.47	0.04	0.04	0.04	0.05	0.04	0.04	0.02				
Crit Moves:	****			****		****		****		****		****				
Green Time:	7.7	83.4	83.4	27.6	103	103.3	10.0	10.0	17.7	10.0	10.0	37.6				
Volume/Cap:	0.59	0.25	0.03	0.09	0.59	0.05	0.54	0.54	0.39	0.53	0.53	0.07				
Delay/Veh:	67.6	10.0	8.6	41.2	5.5	2.9	59.9	59.9	52.3	59.5	59.5	33.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	67.6	10.0	8.6	41.2	5.5	2.9	59.9	59.9	52.3	59.5	59.5	33.5				
LOS by Move:	E	B	A	D	A	A	E	E	D	E	E	C				
DesignQueue:	5	8	1	2	15	1	5	5	6	5	5	2				

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #2: Paseo Padre Pkwy and Mowry Ave



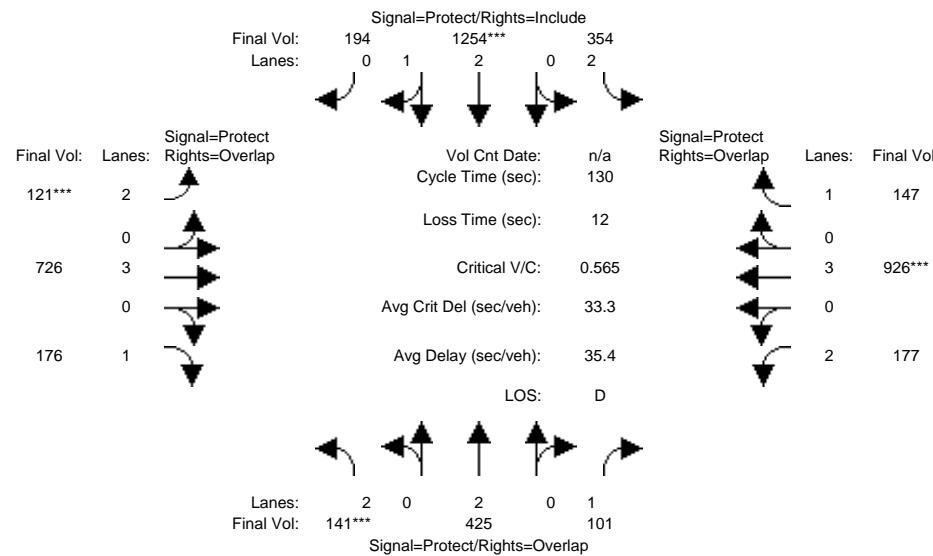
Street Name: Paseo Padre Pkwy Mowry Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10	10		7	10		10	7		10	10		
Y+R:	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0		
Volume Module:	<hr/>														
Base Vol:	122	417	101	345	1237	192	92	726	176	177	918	142			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	122	417	101	345	1237	192	92	726	176	177	918	142			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	122	417	101	345	1237	192	92	726	176	177	918	142			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	122	417	101	345	1237	192	92	726	176	177	918	142			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	122	417	101	345	1237	192	92	726	176	177	918	142			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	122	417	101	345	1237	192	92	726	176	177	918	142			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.97	0.95	1.00	0.97	0.96	1.00	0.97	0.91	1.00	0.97	0.91	1.00			
Lanes:	2.00	2.00	1.00	2.00	2.61	0.39	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3686	3610	1900	3686	4769	740	3686	5187	1900	3686	5187	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.03	0.12	0.05	0.09	0.26	0.26	0.02	0.14	0.09	0.05	0.18	0.07			
Crit Moves:	****			****		****		****		****		****			
Green Time:	7.8	38.2	51.8	31.0	61.3	61.3	7.0	35.3	43.1	13.6	41.8	72.8			
Volume/Cap:	0.55	0.39	0.13	0.39	0.55	0.55	0.46	0.52	0.28	0.46	0.55	0.13			
Delay/Veh:	62.3	36.9	24.9	41.9	24.7	24.7	61.4	40.5	32.3	55.6	36.7	13.7			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	62.3	36.9	24.9	41.9	24.7	24.7	61.4	40.5	32.3	55.6	36.7	13.7			
LOS by Move:	E	D	C	D	C	C	E	D	C	E	D	B			
DesignQueue:	4	12	4	10	20	20	3	15	9	6	17	5			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #2: Paseo Padre Pkwy and Mowry Ave



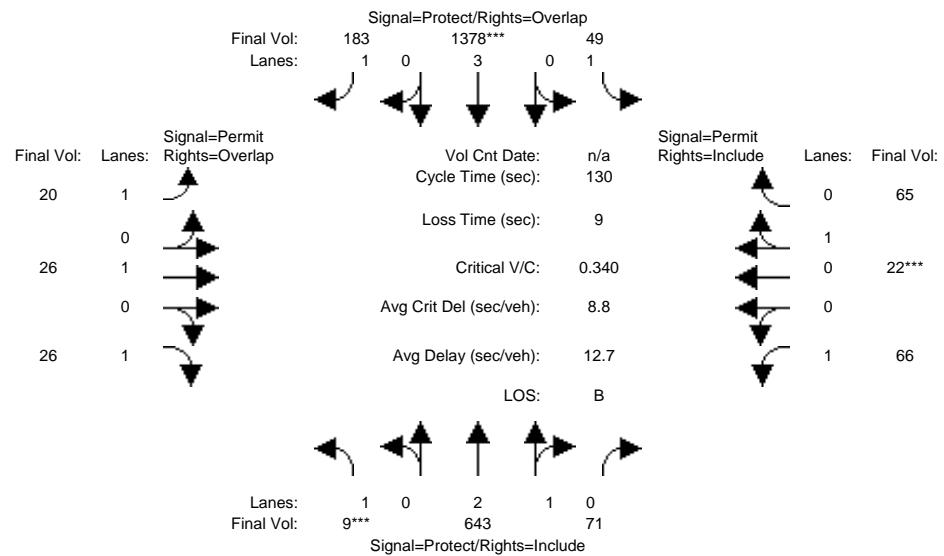
Street Name: Paseo Padre Pkwy Mowry Ave																
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		7		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:	<hr/>															
Base Vol:	141	425	101	354	1254	194	121	726	176	177	926	147				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	141	425	101	354	1254	194	121	726	176	177	926	147				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	141	425	101	354	1254	194	121	726	176	177	926	147				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	141	425	101	354	1254	194	121	726	176	177	926	147				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	141	425	101	354	1254	194	121	726	176	177	926	147				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	141	425	101	354	1254	194	121	726	176	177	926	147				
Saturation Flow Module:	<hr/>															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.97	0.95	1.00	0.97	0.96	1.00	0.97	0.91	1.00	0.97	0.91	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.61	0.39	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3686	3610	1900	3686	4771	738	3686	5187	1900	3686	5187	1900				
Capacity Analysis Module:	<hr/>															
Vol/Sat:	0.04	0.12	0.05	0.10	0.26	0.26	0.03	0.14	0.09	0.05	0.18	0.08				
Crit Moves:	****			****		****				****						
Green Time:	8.8	38.2	51.7	31.1	60.5	60.5	7.6	35.1	44.0	13.5	41.1	72.3				
Volume/Cap:	0.56	0.40	0.13	0.40	0.56	0.56	0.56	0.52	0.27	0.46	0.56	0.14				
Delay/Veh:	61.7	37.0	25.0	41.9	25.5	25.5	63.1	40.6	31.6	55.7	37.5	14.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	61.7	37.0	25.0	41.9	25.5	25.5	63.1	40.6	31.6	55.7	37.5	14.0				
LOS by Move:	E	D	C	D	C	C	E	D	C	E	D	B				
DesignQueue:	5	12	4	10	21	21	4	15	9	6	18	5				

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3: Paseo Padre Pkwy and Capitol Ave



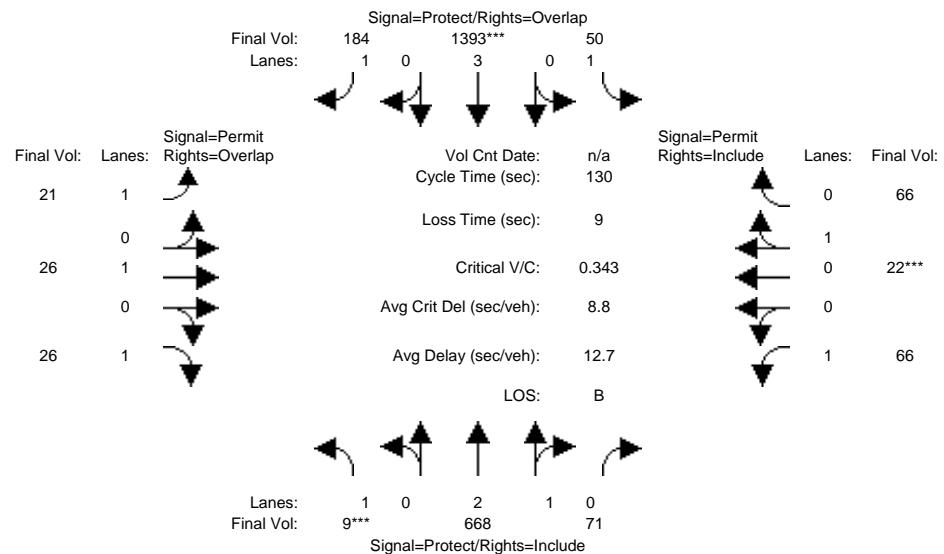
Street Name: Paseo Padre Pkwy												Capitol Ave											
Approach: North Bound				South Bound				East Bound				West Bound											
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	<hr/>																						
Base Vol:	9	643	71	49	1378	183	20	26	26	66	22	65											
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00											
Initial Bse:	9	643	71	49	1378	183	20	26	26	66	22	65											
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0											
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0											
Initial Fut:	9	643	71	49	1378	183	20	26	26	66	22	65											
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00											
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00											
PHF Volume:	9	643	71	49	1378	183	20	26	26	66	22	65											
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0											
Reduced Vol:	9	643	71	49	1378	183	20	26	26	66	22	65											
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00											
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00											
FinalVolume:	9	643	71	49	1378	183	20	26	26	66	22	65											
Saturation Flow Module:	<hr/>																						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900											
Adjustment:	1.00	0.96	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00											
Lanes:	1.00	2.71	0.29	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00											
Final Sat.:	1900	4961	548	1900	5187	1900	1900	1900	1900	1900	1900	1900											
Capacity Analysis Module:	<hr/>																						
Vol/Sat:	0.00	0.13	0.13	0.03	0.27	0.10	0.01	0.01	0.01	0.03	0.05	0.05											
Crit Moves:	****			****						****													
Green Time:	7.0	73.6	73.6	30.6	97.2	97.2	16.8	16.8	23.8	16.8	16.8	16.8											
Volume/Cap:	0.09	0.23	0.23	0.11	0.36	0.13	0.08	0.11	0.07	0.27	0.36	0.36											
Delay/Veh:	58.8	14.1	14.1	39.1	5.7	4.6	50.0	50.2	44.1	51.7	52.6	52.6											
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00											
AdjDel/Veh:	58.8	14.1	14.1	39.1	5.7	4.6	50.0	50.2	44.1	51.7	52.6	52.6											
LOS by Move:	E	B	B	D	A	A	D	D	D	D	D	D											
DesignQueue:	1	8	8	3	10	3	1	2	2	4	6	6											

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #3: Paseo Padre Pkwy and Capitol Ave



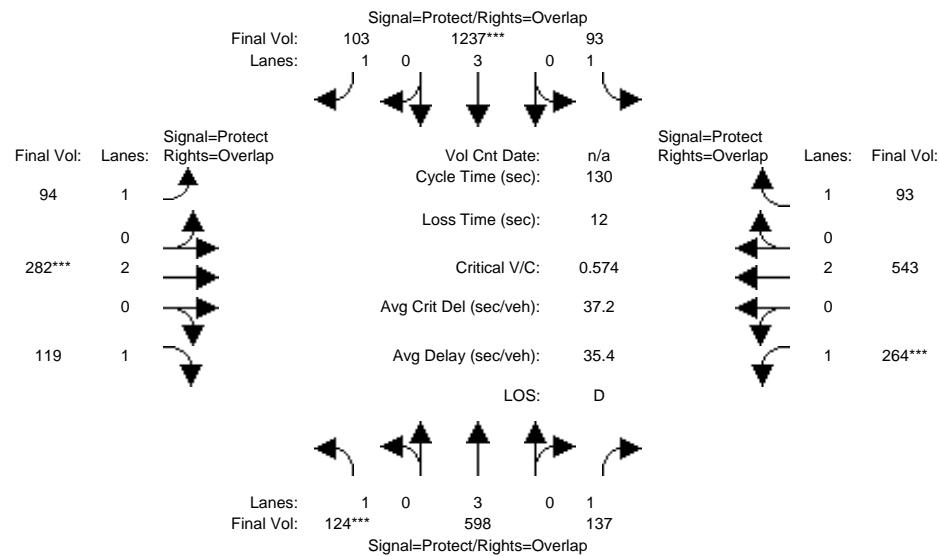
Street Name: Paseo Padre Pkwy												Capitol Ave												
Approach: North Bound				South Bound				East Bound				West Bound												
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																								
Base Vol:	9	668	71	50	1393	184	21	26	26	66	22	66												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	9	668	71	50	1393	184	21	26	26	66	22	66												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	9	668	71	50	1393	184	21	26	26	66	22	66												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	9	668	71	50	1393	184	21	26	26	66	22	66												
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	9	668	71	50	1393	184	21	26	26	66	22	66												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
FinalVolume:	9	668	71	50	1393	184	21	26	26	66	22	66												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	1.00	0.96	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	1.00	2.72	0.28	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Final Sat.:	1900	4980	529	1900	5187	1900	1900	1900	1900	1900	1900	1900												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.13	0.13	0.03	0.27	0.10	0.01	0.01	0.01	0.03	0.05	0.05												
Crit Moves:	****			****																				
Green Time:	7.0	74.4	74.4	29.9	97.2	97.2	16.8	16.8	23.8	16.8	16.8	16.8												
Volume/Cap:	0.09	0.23	0.23	0.11	0.36	0.13	0.09	0.11	0.07	0.27	0.36	0.36												
Delay/Veh:	58.8	13.8	13.8	39.7	5.7	4.6	50.0	50.2	44.1	51.7	52.6	52.6												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	58.8	13.8	13.8	39.7	5.7	4.6	50.0	50.2	44.1	51.7	52.6	52.6												
LOS by Move:	E	B	B	D	A	A	D	D	D	D	D	D												
DesignQueue:	1	8	8	3	10	3	1	2	2	4	6	6												

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4: Paseo Padre Pkwy and Walnut Ave



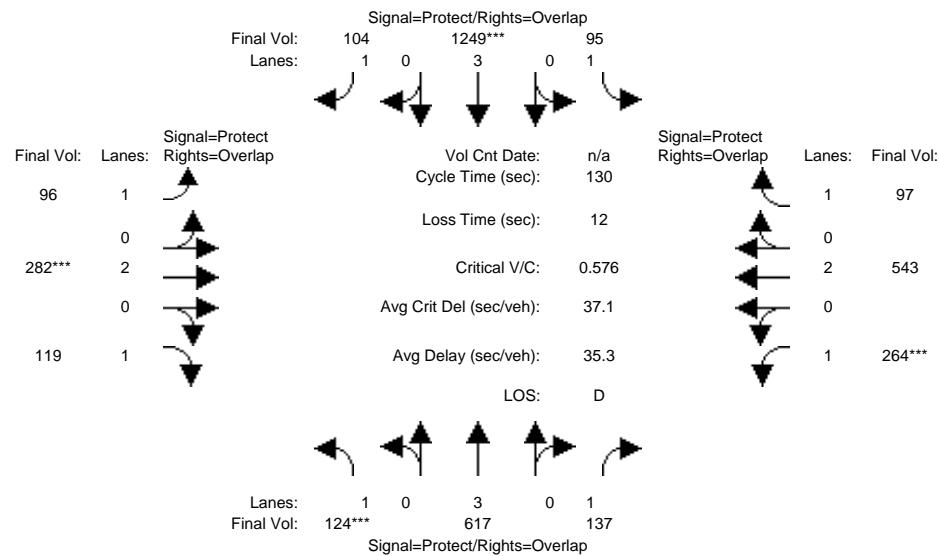
Street Name: Paseo Padre Pkwy Walnut Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10	10		7	10		10	7		10	10		
Y+R:	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0		
Volume Module:	<hr/>														
Base Vol:	124	598	137	93	1237	103	94	282	119	264	543	93			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	124	598	137	93	1237	103	94	282	119	264	543	93			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	124	598	137	93	1237	103	94	282	119	264	543	93			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	124	598	137	93	1237	103	94	282	119	264	543	93			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	124	598	137	93	1237	103	94	282	119	264	543	93			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	124	598	137	93	1237	103	94	282	119	264	543	93			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00			
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	3610	1900	1900	3610	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.07	0.12	0.07	0.05	0.24	0.05	0.05	0.08	0.06	0.14	0.15	0.05			
Crit Moves:	****			****			****		****						
Green Time:	14.8	46.9	78.4	21.9	54.0	67.0	13.0	17.7	32.5	31.5	36.2	58.1			
Volume/Cap:	0.57	0.32	0.12	0.29	0.57	0.11	0.50	0.57	0.25	0.57	0.54	0.11			
Delay/Veh:	58.3	30.1	11.1	47.8	29.5	16.2	57.5	54.3	39.3	45.1	40.4	20.9			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	58.3	30.1	11.1	47.8	29.5	16.2	57.5	54.3	39.3	45.1	40.4	20.9			
LOS by Move:	E	C	B	D	C	B	E	D	D	D	D	C			
DesignQueue:	8	10	4	6	20	4	6	9	7	15	16	4			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #4: Paseo Padre Pkwy and Walnut Ave



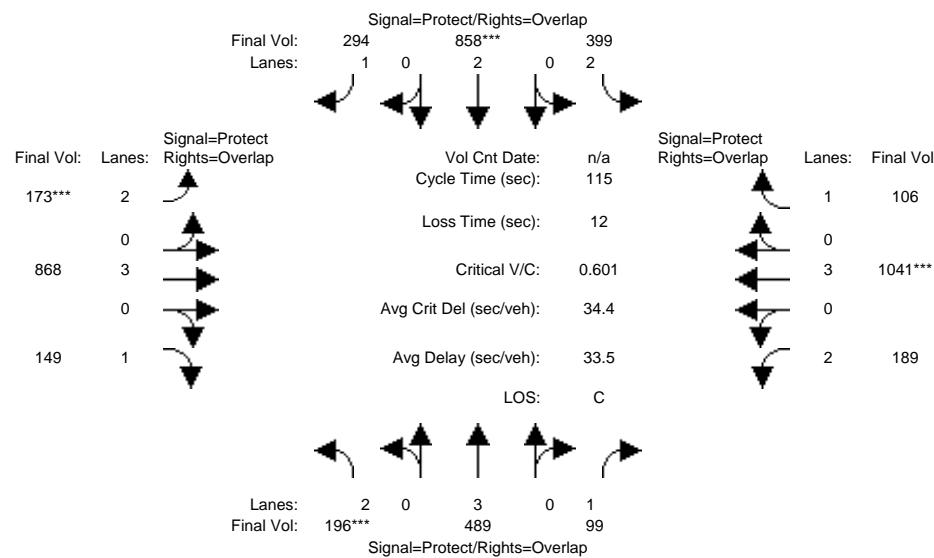
Street Name: Paseo Padre Pkwy Walnut Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10	10		7	10		10	7		10	10		
Y+R:	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0		
Volume Module:	<hr/>														
Base Vol:	124	617	137	95	1249	104	96	282	119	264	543	97			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	124	617	137	95	1249	104	96	282	119	264	543	97			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	124	617	137	95	1249	104	96	282	119	264	543	97			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	124	617	137	95	1249	104	96	282	119	264	543	97			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	124	617	137	95	1249	104	96	282	119	264	543	97			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	124	617	137	95	1249	104	96	282	119	264	543	97			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00			
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	3610	1900	1900	3610	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.07	0.12	0.07	0.05	0.24	0.05	0.05	0.08	0.06	0.14	0.15	0.05			
Crit Moves:	****			****			****		****						
Green Time:	14.7	47.5	78.9	21.5	54.3	67.2	12.9	17.6	32.3	31.3	36.1	57.6			
Volume/Cap:	0.58	0.33	0.12	0.30	0.58	0.11	0.51	0.58	0.25	0.58	0.54	0.12			
Delay/Veh:	58.5	29.8	10.9	48.2	29.4	16.1	57.8	54.4	39.4	45.3	40.6	21.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	58.5	29.8	10.9	48.2	29.4	16.1	57.8	54.4	39.4	45.3	40.6	21.3			
LOS by Move:	E	C	B	D	C	B	E	D	D	D	D	C			
DesignQueue:	8	11	4	6	21	4	6	9	7	15	16	4			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5: Fremont Blvd and Mowry Ave



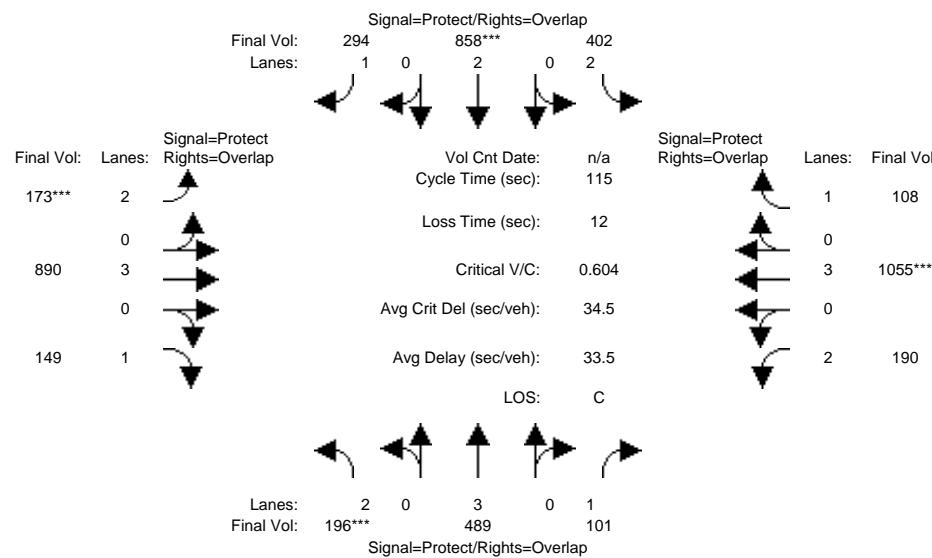
Street Name: Fremont Blvd Mowry Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:	<hr/>														
Base Vol:	196	489	99	399	858	294	173	868	149	189	1041	106			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	196	489	99	399	858	294	173	868	149	189	1041	106			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	196	489	99	399	858	294	173	868	149	189	1041	106			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	196	489	99	399	858	294	173	868	149	189	1041	106			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	196	489	99	399	858	294	173	868	149	189	1041	106			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	196	489	99	399	858	294	173	868	149	189	1041	106			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00			
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3686	5187	1900	3686	3610	1900	3686	5187	1900	3686	5187	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.05	0.09	0.05	0.11	0.24	0.15	0.05	0.17	0.08	0.05	0.20	0.06			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	10.2	25.9	38.5	29.7	45.5	54.4	9.0	34.7	44.9	12.6	38.4	68.1			
Volume/Cap:	0.60	0.42	0.16	0.42	0.60	0.33	0.60	0.55	0.20	0.47	0.60	0.09			
Delay/Veh:	53.6	38.4	26.9	35.7	28.3	19.1	54.8	34.1	23.3	48.9	32.5	10.2			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	53.6	38.4	26.9	35.7	28.3	19.1	54.8	34.1	23.3	48.9	32.5	10.2			
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	B			
DesignQueue:	6	9	4	10	19	10	5	15	6	6	17	3			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #5: Fremont Blvd and Mowry Ave



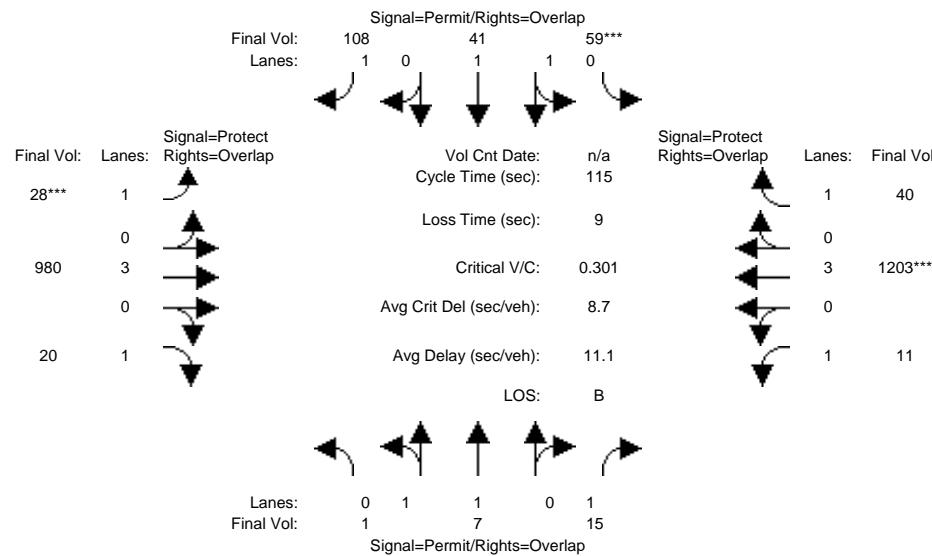
Street Name: Fremont Blvd Mowry Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:	<hr/>														
Base Vol:	196	489	101	402	858	294	173	890	149	190	1055	108			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	196	489	101	402	858	294	173	890	149	190	1055	108			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	196	489	101	402	858	294	173	890	149	190	1055	108			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	196	489	101	402	858	294	173	890	149	190	1055	108			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	196	489	101	402	858	294	173	890	149	190	1055	108			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	196	489	101	402	858	294	173	890	149	190	1055	108			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00			
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3686	5187	1900	3686	3610	1900	3686	5187	1900	3686	5187	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.05	0.09	0.05	0.11	0.24	0.15	0.05	0.17	0.08	0.05	0.20	0.06			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	10.1	25.7	38.1	29.7	45.2	54.2	8.9	35.2	45.3	12.5	38.7	68.4			
Volume/Cap:	0.60	0.42	0.16	0.42	0.60	0.33	0.60	0.56	0.20	0.48	0.60	0.10			
Delay/Veh:	53.7	38.6	27.2	35.8	28.5	19.3	55.0	33.9	23.1	49.1	32.4	10.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	53.7	38.6	27.2	35.8	28.5	19.3	55.0	33.9	23.1	49.1	32.4	10.0			
LOS by Move:	D	D	C	D	C	B	D	C	C	D	C	B			
DesignQueue:	6	9	4	10	19	10	5	15	6	6	17	3			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #6: Hastings St and Mowry Ave



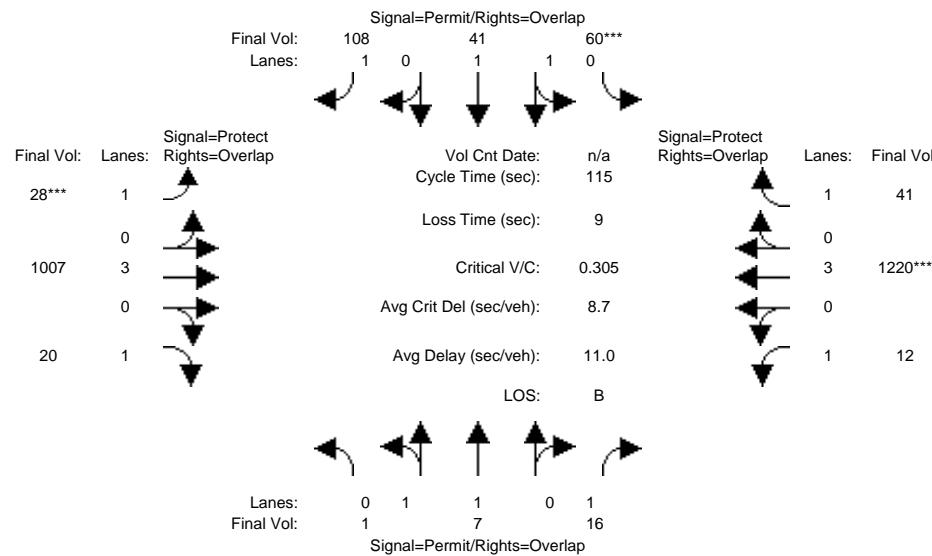
Street Name:	Hastings St				Mowry Ave										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	7	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:															
Base Vol:	1	7	15	59	41	108	28	980	20	11	1203	40			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	1	7	15	59	41	108	28	980	20	11	1203	40			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	1	7	15	59	41	108	28	980	20	11	1203	40			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	1	7	15	59	41	108	28	980	20	11	1203	40			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	1	7	15	59	41	108	28	980	20	11	1203	40			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	1	7	15	59	41	108	28	980	20	11	1203	40			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00			
Lanes:	0.25	1.75	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00			
Final Sat.:	475	3325	1900	1900	1900	1900	1900	5187	1900	1900	5187	1900			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.01	0.03	0.02	0.06	0.01	0.19	0.01	0.01	0.23	0.02			
Crit Moves:	*****				*****				*****						
Green Time:	11.7	11.7	34.7	11.7	11.7	18.7	7.0	71.3	71.3	23.0	87.3	87.3			
Volume/Cap:	0.02	0.02	0.03	0.31	0.21	0.35	0.24	0.30	0.02	0.03	0.31	0.03			
Delay/Veh:	46.5	46.5	28.3	48.4	47.7	43.4	52.6	10.3	8.4	37.1	4.4	3.4			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	46.5	46.5	28.3	48.4	47.7	43.4	52.6	10.3	8.4	37.1	4.4	3.4			
LOS by Move:	D	D	C	D	D	D	D	B	A	D	A	A			
DesignQueue:	0	0	1	3	2	6	2	9	0	1	7	1			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #6: Hastings St and Mowry Ave



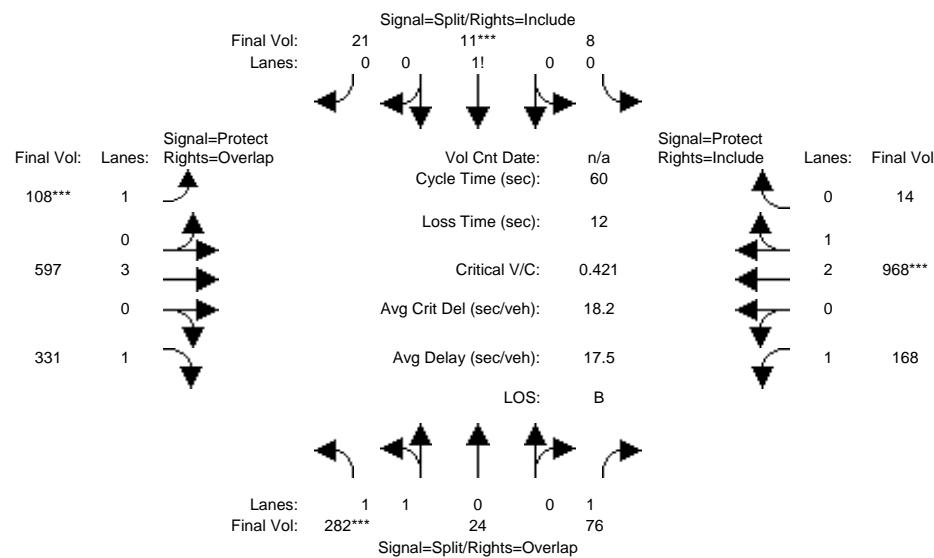
Street Name:	Hastings St				Mowry Ave										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	7	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:															
Base Vol:	1	7	16	60	41	108	28	1007	20	12	1220	41			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1	7	16	60	41	108	28	1007	20	12	1220	41			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1	7	16	60	41	108	28	1007	20	12	1220	41			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	1	7	16	60	41	108	28	1007	20	12	1220	41			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	7	16	60	41	108	28	1007	20	12	1220	41			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	1	7	16	60	41	108	28	1007	20	12	1220	41			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00			
Lanes:	0.25	1.75	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00			
Final Sat.:	475	3325	1900	1900	1900	1900	1900	5187	1900	1900	5187	1900			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.01	0.03	0.02	0.06	0.01	0.19	0.01	0.01	0.24	0.02			
Crit Moves:	*****				*****				*****						
Green Time:	11.7	11.7	34.2	11.7	11.7	18.7	7.0	71.8	71.8	22.5	87.3	87.3			
Volume/Cap:	0.02	0.02	0.03	0.31	0.21	0.35	0.24	0.31	0.02	0.03	0.31	0.03			
Delay/Veh:	46.5	46.5	28.6	48.4	47.6	43.4	52.6	10.1	8.2	37.5	4.4	3.4			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	46.5	46.5	28.6	48.4	47.6	43.4	52.6	10.1	8.2	37.5	4.4	3.4			
LOS by Move:	D	D	C	D	D	D	D	B	A	D	A	A			
DesignQueue:	0	0	1	3	2	6	2	9	0	1	7	1			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #7: Civic Center Dr and Mowry Ave



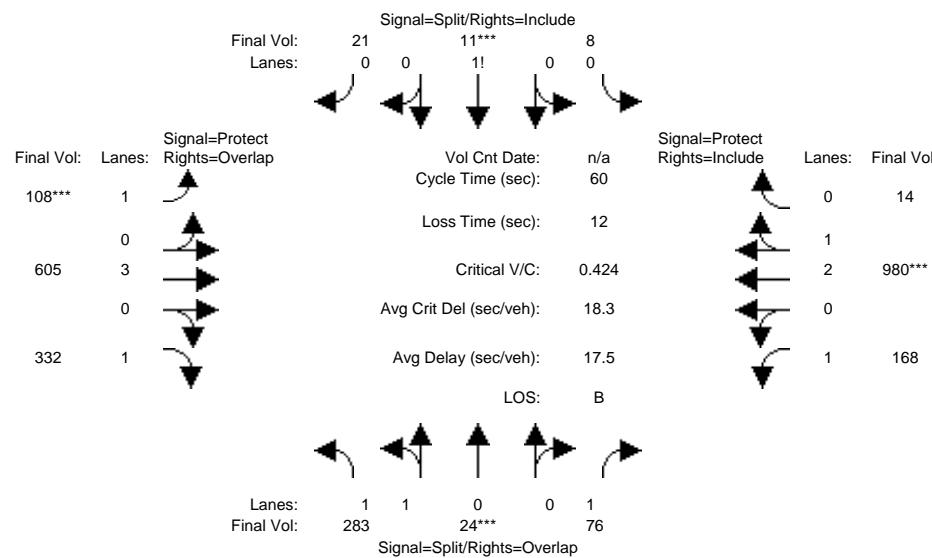
Street Name:	Civic Center Dr						Mowry Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	282	24	76	8	11	21	108	597	331	168	968	14			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	282	24	76	8	11	21	108	597	331	168	968	14			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	282	24	76	8	11	21	108	597	331	168	968	14			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	282	24	76	8	11	21	108	597	331	168	968	14			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	282	24	76	8	11	21	108	597	331	168	968	14			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	282	24	76	8	11	21	108	597	331	168	968	14			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	1.00			
Lanes:	1.84	0.16	1.00	0.20	0.28	0.52	1.00	3.00	1.00	1.00	2.96	0.04			
Final Sat.:	3502	298	1900	380	523	998	1900	5187	1900	1900	5431	79			
Capacity Analysis Module:															
Vol/Sat:	0.08	0.08	0.04	0.02	0.02	0.02	0.06	0.12	0.17	0.09	0.18	0.18			
Crit Moves:	****			****			****			****					
Green Time:	10.0	10.0	21.5	10.0	10.0	10.0	7.0	16.5	26.5	11.5	21.0	21.0			
Volume/Cap:	0.48	0.48	0.11	0.13	0.13	0.13	0.49	0.42	0.39	0.46	0.51	0.51			
Delay/Veh:	23.2	23.2	12.9	21.5	21.5	21.5	26.5	18.0	11.7	22.4	15.7	15.7			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	23.2	23.2	12.9	21.5	21.5	21.5	26.5	18.0	11.7	22.4	15.7	15.7			
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B			
DesignQueue:	4	4	2	1	1	1	3	5	6	5	8	8			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #7: Civic Center Dr and Mowry Ave

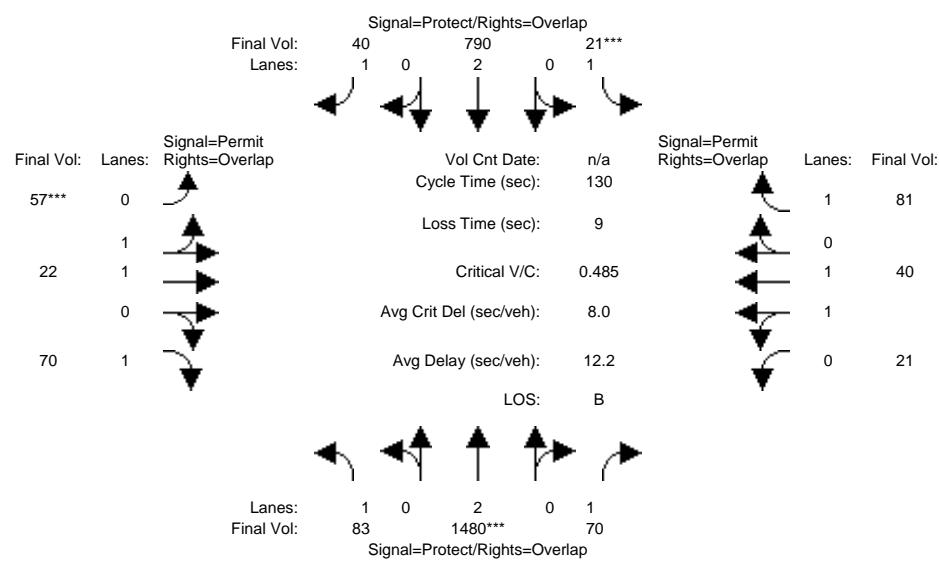


Street Name:	Civic Center Dr						Mowry Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	283	24	76	8	11	21	108	605	332	168	980	14			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	283	24	76	8	11	21	108	605	332	168	980	14			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	283	24	76	8	11	21	108	605	332	168	980	14			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	283	24	76	8	11	21	108	605	332	168	980	14			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	283	24	76	8	11	21	108	605	332	168	980	14			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	283	24	76	8	11	21	108	605	332	168	980	14			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.84	0.16	1.00	0.20	0.28	0.52	1.00	3.00	1.00	1.00	2.96	0.04			
Final Sat.:	3503	297	1900	380	523	998	1900	5187	1900	1900	5432	78			
Capacity Analysis Module:															
Vol/Sat:	0.08	0.08	0.04	0.02	0.02	0.02	0.06	0.12	0.17	0.09	0.18	0.18			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	10.0	10.0	21.5	10.0	10.0	10.0	7.0	16.5	26.5	11.5	21.0	21.0			
Volume/Cap:	0.48	0.48	0.11	0.13	0.13	0.13	0.49	0.42	0.40	0.46	0.52	0.52			
Delay/Veh:	23.3	23.3	12.9	21.5	21.5	21.5	26.5	18.1	11.7	22.4	15.7	15.7			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	23.3	23.3	12.9	21.5	21.5	21.5	26.5	18.1	11.7	22.4	15.7	15.7			
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B			
DesignQueue:	4	4	2	1	1	1	3	6	6	5	8	8			

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1: Paseo Padre Pkwy and Country Dr



Street Name:	Paseo Padre Pkwy				Country Dr											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:	<hr/>															
Base Vol:	83	1480	70	21	790	40	57	22	70	21	40	81				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	83	1480	70	21	790	40	57	22	70	21	40	81				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	83	1480	70	21	790	40	57	22	70	21	40	81				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	83	1480	70	21	790	40	57	22	70	21	40	81				
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	83	1480	70	21	790	40	57	22	70	21	40	81				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	83	1480	70	21	790	40	57	22	70	21	40	81				

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.69	1.31	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	1900	1900	1308	2492	1900

Capacity Analysis Module:

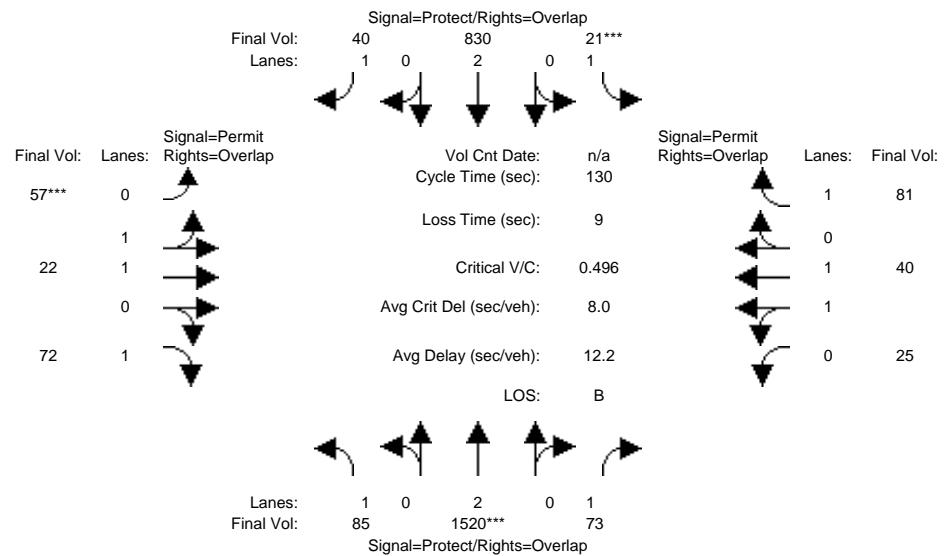
Vol/Sat:	0.04	0.41	0.04	0.01	0.22	0.02	0.03	0.01	0.04	0.02	0.02	0.04
Crit Moves:	****	****	****				****					
Green Time:	21.9	104	104.0	7.0	89.1	89.1	10.0	10.0	31.9	10.0	10.0	17.0
Volume/Cap:	0.26	0.51	0.05	0.21	0.32	0.03	0.39	0.15	0.15	0.21	0.21	0.33
Delay/Veh:	47.4	4.6	2.7	59.8	8.3	6.6	58.3	56.2	38.6	56.6	56.6	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	4.6	2.7	59.8	8.3	6.6	58.3	56.2	38.6	56.6	56.6	52.1
LOS by Move:	D	A	A	E	A	A	E	E	D	E	E	D
DesignQueue:	5	13	1	1	10	1	4	1	4	2	2	5

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #1: Paseo Padre Pkwy and Country Dr



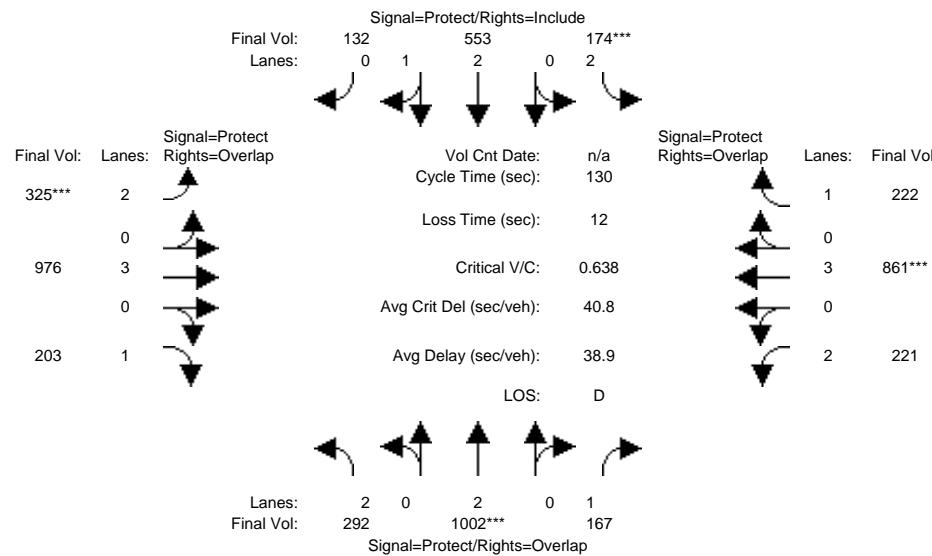
Street Name: Paseo Padre Pkwy															
Approach: North Bound				South Bound				Country Dr							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10	10		7	10		10	10		10	10		10
Y+R:	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0
Volume Module:	<hr/>														
Base Vol:	85	1520	73	21	830	40	57	22	72	25	40	81			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	85	1520	73	21	830	40	57	22	72	25	40	81			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	85	1520	73	21	830	40	57	22	72	25	40	81			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	85	1520	73	21	830	40	57	22	72	25	40	81			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	85	1520	73	21	830	40	57	22	72	25	40	81			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	85	1520	73	21	830	40	57	22	72	25	40	81			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.77	1.23	1.00			
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	1900	1900	1462	2338	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.04	0.42	0.04	0.01	0.23	0.02	0.03	0.01	0.04	0.02	0.02	0.04			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	21.1	104	104.0	7.0	89.9	89.9	10.0	10.0	31.1	10.0	10.0	17.0			
Volume/Cap:	0.28	0.53	0.05	0.21	0.33	0.03	0.39	0.15	0.16	0.22	0.22	0.33			
Delay/Veh:	48.3	4.7	2.7	59.8	8.1	6.3	58.3	56.2	39.3	56.7	56.7	52.1			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	48.3	4.7	2.7	59.8	8.1	6.3	58.3	56.2	39.3	56.7	56.7	52.1			
LOS by Move:	D	A	A	E	A	A	E	E	D	E	E	D			
DesignQueue:	5	13	1	1	10	1	4	1	4	2	2	5			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #2: Paseo Padre Pkwy and Mowry Ave



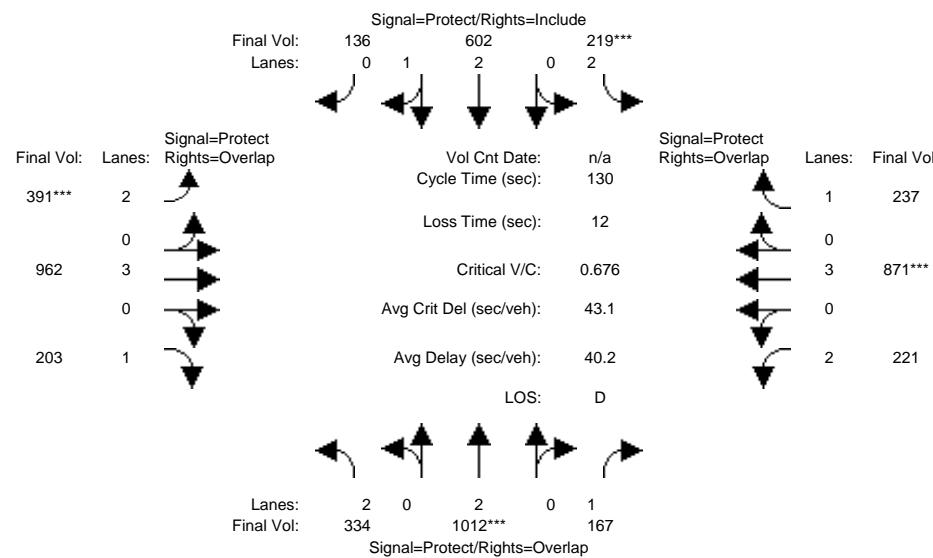
Street Name: Paseo Padre Pkwy Mowry Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10	10		7	10		10	7		10	10		
Y+R:	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0		
Volume Module:	<hr/>														
Base Vol:	292	1002	167	174	553	132	325	976	203	221	861	222			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	292	1002	167	174	553	132	325	976	203	221	861	222			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	292	1002	167	174	553	132	325	976	203	221	861	222			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	292	1002	167	174	553	132	325	976	203	221	861	222			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	292	1002	167	174	553	132	325	976	203	221	861	222			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	292	1002	167	174	553	132	325	976	203	221	861	222			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.97	0.95	1.00	0.97	0.96	1.00	0.97	0.91	1.00	0.97	0.91	1.00			
Lanes:	2.00	2.00	1.00	2.00	2.44	0.56	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3686	3610	1900	3686	4447	1061	3686	5187	1900	3686	5187	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.08	0.28	0.09	0.05	0.12	0.12	0.09	0.19	0.11	0.06	0.17	0.12			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	25.8	56.6	69.1	9.6	40.4	40.4	18.0	39.3	65.0	12.5	33.8	43.5			
Volume/Cap:	0.40	0.64	0.17	0.64	0.40	0.40	0.64	0.62	0.21	0.62	0.64	0.35			
Delay/Veh:	45.7	29.6	15.7	63.5	35.4	35.4	55.6	39.8	18.3	59.9	43.7	33.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	45.7	29.6	15.7	63.5	35.4	35.4	55.6	39.8	18.3	59.9	43.7	33.0			
LOS by Move:	D	C	B	E	D	D	E	D	B	E	D	C			
DesignQueue:	9	23	6	6	12	12	11	19	8	8	18	11			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #2: Paseo Padre Pkwy and Mowry Ave



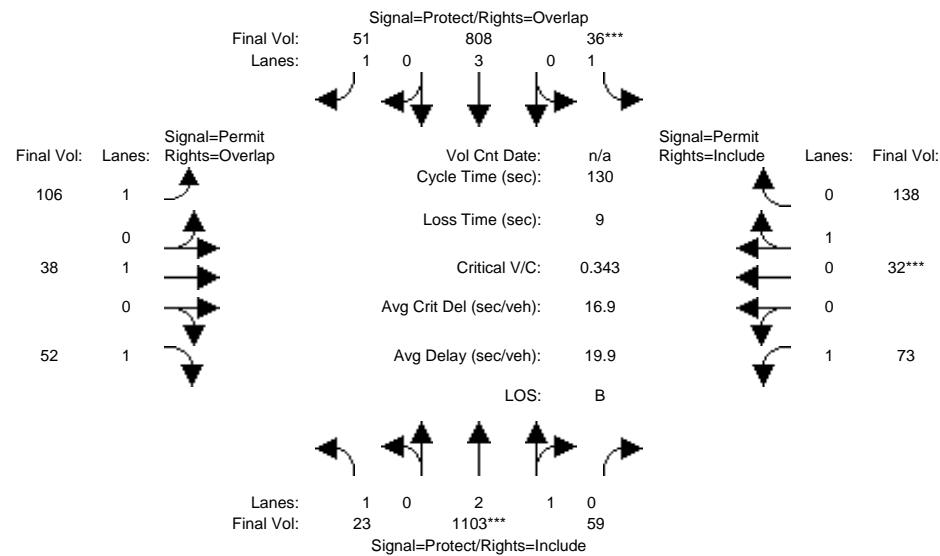
Street Name:	Paseo Padre Pkwy						Mowry Ave								
	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:															
Base Vol:	327	1019	167	198	602	136	377	976	203	221	878	230			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	327	1019	167	198	602	136	377	976	203	221	878	230			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	7	-7	0	21	0	0	14	-14	0	0	-7	7			
Initial Fut:	334	1012	167	219	602	136	391	962	203	221	871	237			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	334	1012	167	219	602	136	391	962	203	221	871	237			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	334	1012	167	219	602	136	391	962	203	221	871	237			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	334	1012	167	219	602	136	391	962	203	221	871	237			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.97	0.95	1.00	0.97	0.96	1.00	0.97	0.91	1.00	0.97	0.91	1.00			
Lanes:	2.00	2.00	1.00	2.00	2.47	0.53	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3686	3610	1900	3686	4493	1015	3686	5187	1900	3686	5187	1900			
Capacity Analysis Module:															
Vol/Sat:	0.09	0.28	0.09	0.06	0.13	0.13	0.11	0.19	0.11	0.06	0.17	0.12			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	26.4	53.9	66.8	11.4	39.0	39.0	20.4	39.8	66.2	12.9	32.3	43.7			
Volume/Cap:	0.45	0.68	0.17	0.68	0.45	0.45	0.68	0.61	0.21	0.61	0.68	0.37			
Delay/Veh:	45.9	32.2	16.9	63.1	37.0	37.0	54.9	39.1	17.7	59.0	45.6	33.1			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	45.9	32.2	16.9	63.1	37.0	37.0	54.9	39.1	17.7	59.0	45.6	33.1			
LOS by Move:	D	C	B	E	D	D	D	D	B	E	D	C			
DesignQueue:	10	24	6	8	13	13	13	19	7	8	18	12			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3: Paseo Padre Pkwy and Capitol Ave



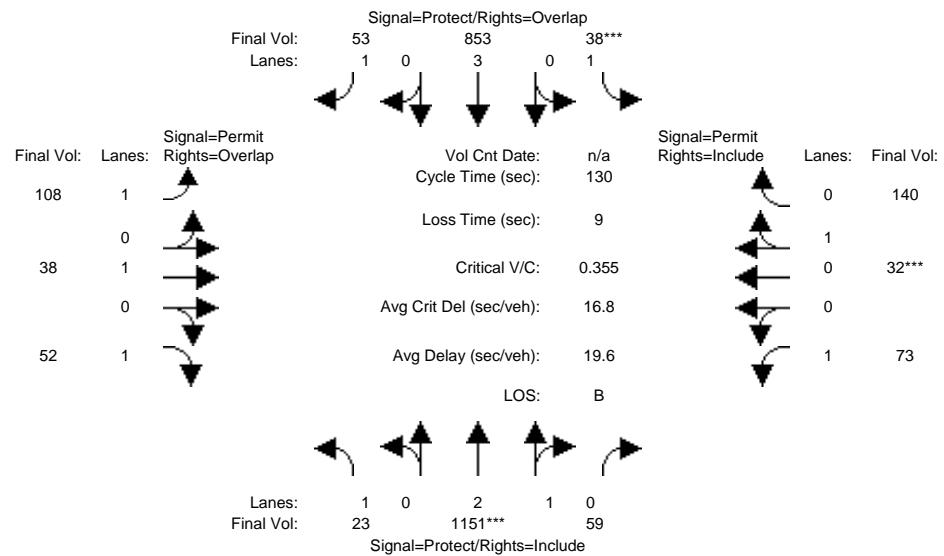
Street Name: Paseo Padre Pkwy												Capitol Ave												
Approach: North Bound				South Bound				East Bound				West Bound												
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:	<hr/>																							
Base Vol:	23	1103	59	36	808	51	106	38	52	73	32	138												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	23	1103	59	36	808	51	106	38	52	73	32	138												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	23	1103	59	36	808	51	106	38	52	73	32	138												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	23	1103	59	36	808	51	106	38	52	73	32	138												
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	23	1103	59	36	808	51	106	38	52	73	32	138												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
FinalVolume:	23	1103	59	36	808	51	106	38	52	73	32	138												
Saturation Flow Module:	<hr/>																							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	1.00	0.96	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	1.00	2.85	0.15	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Final Sat.:	1900	5230	280	1900	5187	1900	1900	1900	1900	1900	1900	1900												
Capacity Analysis Module:	<hr/>																							
Vol/Sat:	0.01	0.21	0.21	0.02	0.16	0.03	0.06	0.02	0.03	0.04	0.09	0.09												
Crit Moves:	<hr/>																							
Green Time:	22.4	79.9	79.9	7.2	64.7	64.7	33.9	33.9	56.3	33.9	33.9	33.9												
Volume/Cap:	0.07	0.34	0.34	0.34	0.31	0.05	0.21	0.08	0.06	0.15	0.34	0.34												
Delay/Veh:	45.2	12.3	12.3	61.1	19.5	16.9	37.8	36.3	21.5	37.1	39.4	39.4												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	45.2	12.3	12.3	61.1	19.5	16.9	37.8	36.3	21.5	37.1	39.4	39.4												
LOS by Move:	D	B	B	E	B	B	D	D	C	D	D	D												
DesignQueue:	1	12	12	2	11	2	6	2	2	4	9	9												

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #3: Paseo Padre Pkwy and Capitol Ave



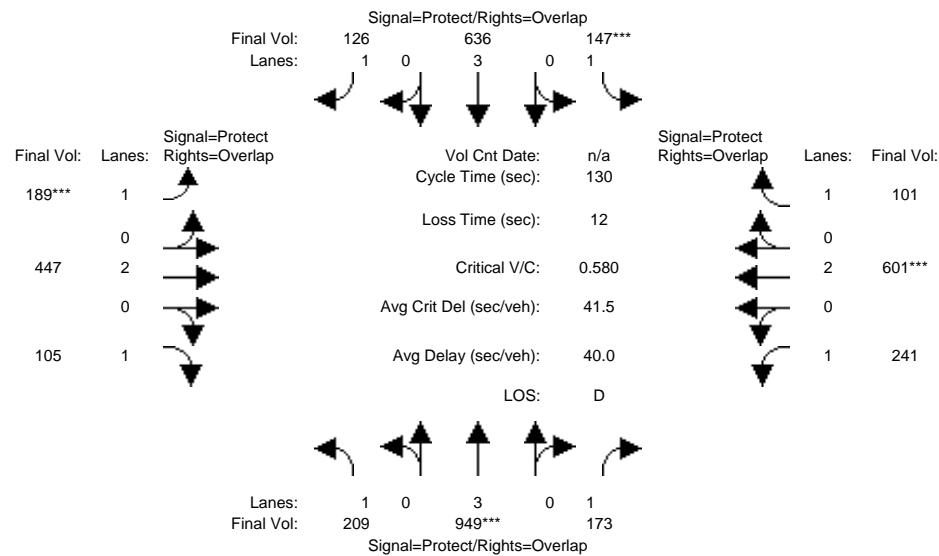
Street Name: Paseo Padre Pkwy												Capitol Ave													
Approach: North Bound				South Bound				East Bound				West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:																									
Base Vol:	23	1151	59	38	853	53	108	38	52	73	32	140													
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
Initial Bse:	23	1151	59	38	853	53	108	38	52	73	32	140													
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0													
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0													
Initial Fut:	23	1151	59	38	853	53	108	38	52	73	32	140													
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
PHF Volume:	23	1151	59	38	853	53	108	38	52	73	32	140													
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0													
Reduced Vol:	23	1151	59	38	853	53	108	38	52	73	32	140													
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
FinalVolume:	23	1151	59	38	853	53	108	38	52	73	32	140													
Saturation Flow Module:																									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900													
Adjustment:	1.00	0.96	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
Lanes:	1.00	2.86	0.14	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
Final Sat.:	1900	5241	269	1900	5187	1900	1900	1900	1900	1900	1900	1900													
Capacity Analysis Module:																									
Vol/Sat:	0.01	0.22	0.22	0.02	0.16	0.03	0.06	0.02	0.03	0.04	0.09	0.09													
Crit Moves:	*****												*****												
Green Time:	21.7	80.5	80.5	7.3	66.2	66.2	33.2	33.2	54.8	33.2	33.2	33.2													
Volume/Cap:	0.07	0.35	0.35	0.35	0.32	0.05	0.22	0.08	0.06	0.15	0.35	0.35													
Delay/Veh:	45.8	12.1	12.1	61.1	18.8	16.1	38.5	36.9	22.4	37.6	40.1	40.1													
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
AdjDel/Veh:	45.8	12.1	12.1	61.1	18.8	16.1	38.5	36.9	22.4	37.6	40.1	40.1													
LOS by Move:	D	B	B	E	B	B	D	D	C	D	D	D													
DesignQueue:	1	12	12	3	12	2	6	2	2	4	9	9													

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #4: Paseo Padre Pkwy and Walnut Ave



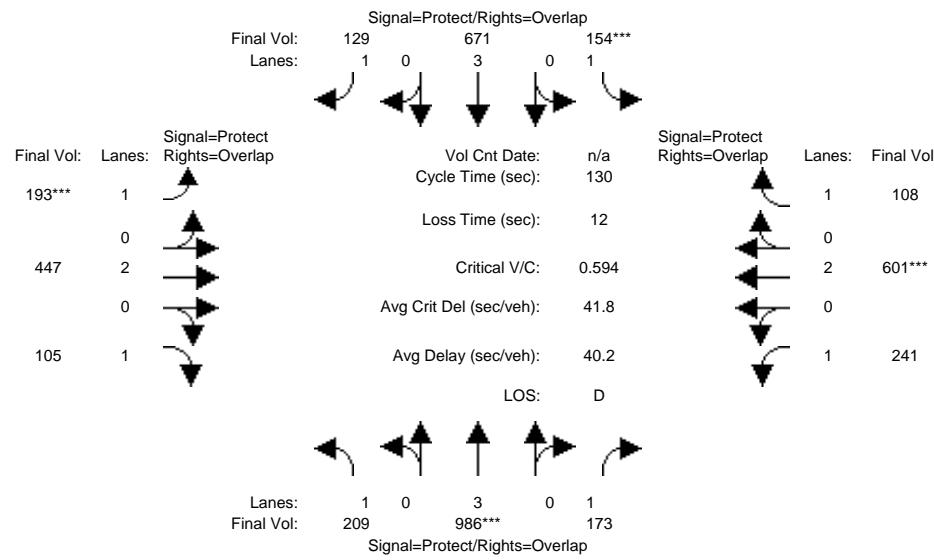
Street Name:	Paseo Padre Pkwy						Walnut Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:															
Base Vol:	209	949	173	147	636	126	189	447	105	241	601	101			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	209	949	173	147	636	126	189	447	105	241	601	101			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	209	949	173	147	636	126	189	447	105	241	601	101			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	209	949	173	147	636	126	189	447	105	241	601	101			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	209	949	173	147	636	126	189	447	105	241	601	101			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	209	949	173	147	636	126	189	447	105	241	601	101			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00			
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	3610	1900	1900	3610	1900			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.18	0.09	0.08	0.12	0.07	0.10	0.12	0.06	0.13	0.17	0.05			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	27.6	41.0	71.2	17.3	30.8	53.1	22.3	29.5	57.1	30.2	37.3	54.7			
Volume/Cap:	0.52	0.58	0.17	0.58	0.52	0.16	0.58	0.55	0.13	0.55	0.58	0.13			
Delay/Veh:	46.5	37.8	14.7	56.3	43.6	24.5	52.2	45.2	21.7	45.3	40.5	23.1			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	46.5	37.8	14.7	56.3	43.6	24.5	52.2	45.2	21.7	45.3	40.5	23.1			
LOS by Move:	D	D	B	E	D	C	D	D	C	D	D	C			
DesignQueue:	12	18	6	9	13	5	12	14	4	14	17	4			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #4: Paseo Padre Pkwy and Walnut Ave



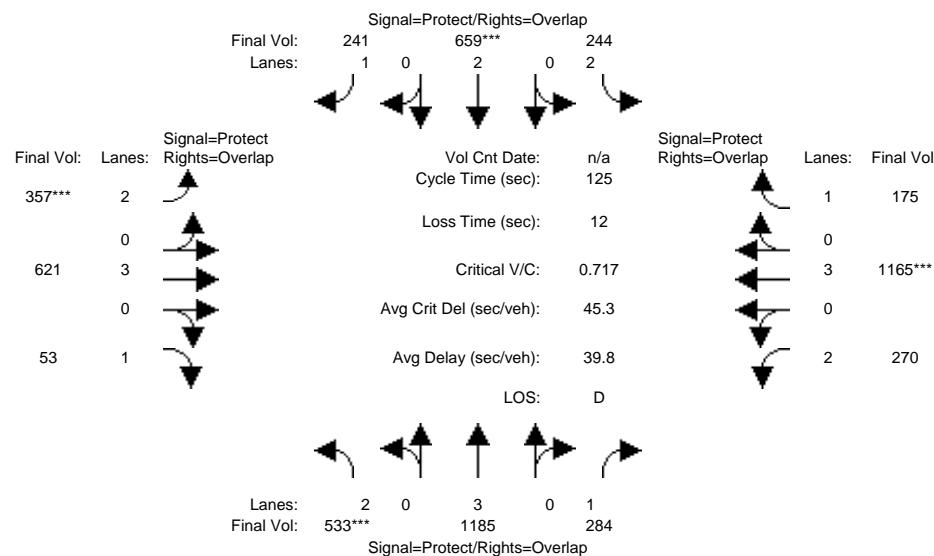
Street Name: Paseo Padre Pkwy Walnut Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10	10		7	10		10	7		10	10		
Y+R:	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0		
Volume Module:	<hr/>														
Base Vol:	209	986	173	154	671	129	193	447	105	241	601	108			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	209	986	173	154	671	129	193	447	105	241	601	108			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	209	986	173	154	671	129	193	447	105	241	601	108			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	209	986	173	154	671	129	193	447	105	241	601	108			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	209	986	173	154	671	129	193	447	105	241	601	108			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	209	986	173	154	671	129	193	447	105	241	601	108			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00			
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	3610	1900	1900	3610	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.11	0.19	0.09	0.08	0.13	0.07	0.10	0.12	0.06	0.13	0.17	0.06			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	27.3	41.6	71.3	17.7	32.1	54.3	22.2	29.0	56.2	29.7	36.4	54.2			
Volume/Cap:	0.52	0.59	0.17	0.59	0.52	0.16	0.59	0.56	0.13	0.56	0.59	0.14			
Delay/Veh:	46.9	37.7	14.7	56.4	42.8	23.7	52.7	45.7	22.2	45.9	41.4	23.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	46.9	37.7	14.7	56.4	42.8	23.7	52.7	45.7	22.2	45.9	41.4	23.5			
LOS by Move:	D	D	B	E	D	C	D	D	C	D	D	C			
DesignQueue:	12	19	6	10	14	6	12	14	4	14	17	5			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #5: Fremont Blvd and Mowry Ave



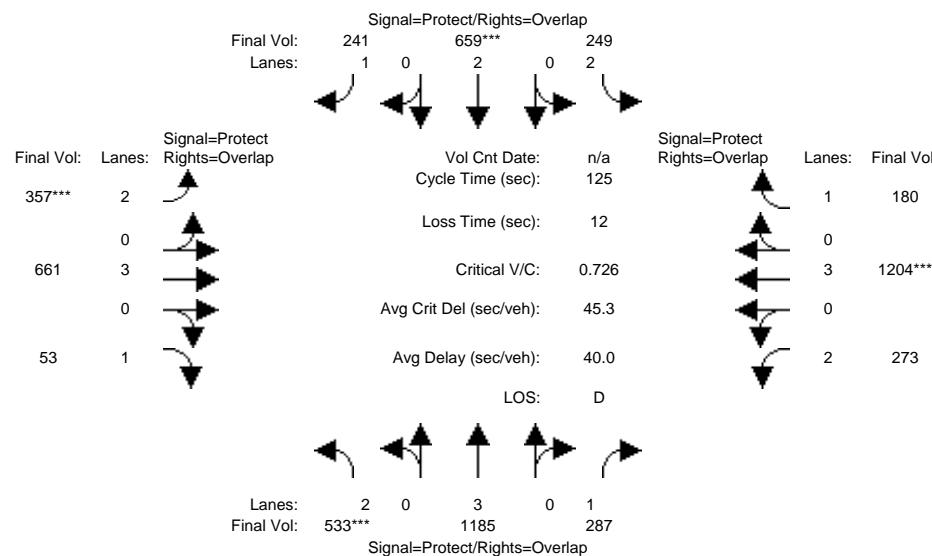
Street Name: Fremont Blvd Mowry Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:	<hr/>														
Base Vol:	533	1185	284	244	659	241	357	621	53	270	1165	175			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	533	1185	284	244	659	241	357	621	53	270	1165	175			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	533	1185	284	244	659	241	357	621	53	270	1165	175			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	533	1185	284	244	659	241	357	621	53	270	1165	175			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	533	1185	284	244	659	241	357	621	53	270	1165	175			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	533	1185	284	244	659	241	357	621	53	270	1165	175			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00			
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3686	5187	1900	3686	3610	1900	3686	5187	1900	3686	5187	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.14	0.23	0.15	0.07	0.18	0.13	0.10	0.12	0.03	0.07	0.22	0.09			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	25.2	44.2	65.4	12.8	31.8	48.7	16.9	34.7	59.9	21.3	39.1	51.9			
Volume/Cap:	0.72	0.65	0.29	0.65	0.72	0.33	0.72	0.43	0.06	0.43	0.72	0.22			
Delay/Veh:	50.0	34.7	16.8	57.8	45.3	26.9	56.8	37.2	17.4	46.9	39.6	23.7			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	50.0	34.7	16.8	57.8	45.3	26.9	56.8	37.2	17.4	46.9	39.6	23.7			
LOS by Move:	D	C	B	E	D	C	E	D	B	D	D	C			
DesignQueue:	16	21	10	8	19	11	11	12	2	8	22	7			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #5: Fremont Blvd and Mowry Ave



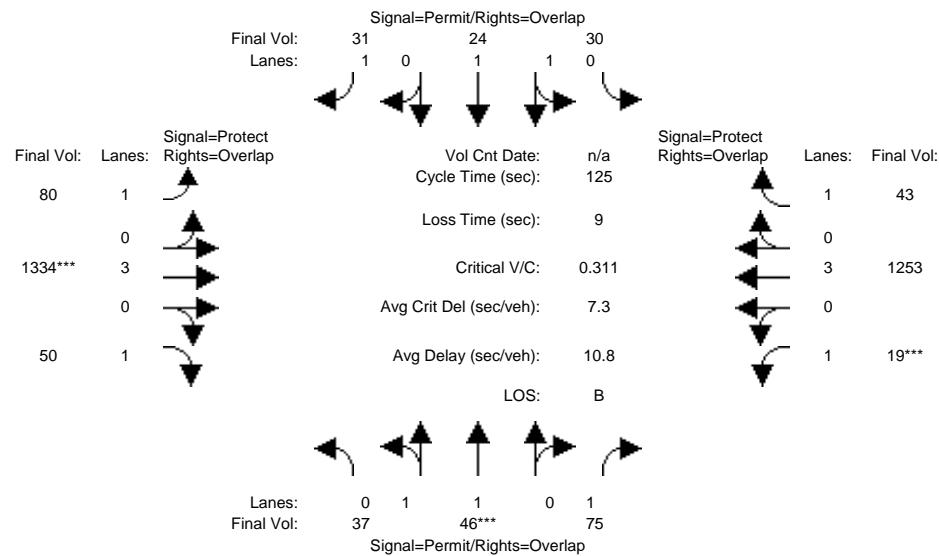
Street Name: Fremont Blvd Mowry Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:	<hr/>														
Base Vol:	533	1185	287	249	659	241	357	661	53	273	1204	180			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	533	1185	287	249	659	241	357	661	53	273	1204	180			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	533	1185	287	249	659	241	357	661	53	273	1204	180			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	533	1185	287	249	659	241	357	661	53	273	1204	180			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	533	1185	287	249	659	241	357	661	53	273	1204	180			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	533	1185	287	249	659	241	357	661	53	273	1204	180			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00			
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3686	5187	1900	3686	3610	1900	3686	5187	1900	3686	5187	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.14	0.23	0.15	0.07	0.18	0.13	0.10	0.13	0.03	0.07	0.23	0.09			
Crit Moves:	****			****		****	****			****					
Green Time:	24.9	43.5	64.3	12.9	31.4	48.1	16.7	35.8	60.7	20.8	40.0	52.8			
Volume/Cap:	0.73	0.66	0.29	0.66	0.73	0.33	0.73	0.44	0.06	0.44	0.73	0.22			
Delay/Veh:	50.5	35.3	17.5	58.1	45.8	27.3	57.3	36.7	17.0	47.4	39.3	23.2			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	50.5	35.3	17.5	58.1	45.8	27.3	57.3	36.7	17.0	47.4	39.3	23.2			
LOS by Move:	D	D	B	E	D	C	E	D	B	D	D	C			
DesignQueue:	16	21	10	8	19	11	11	12	2	8	22	7			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #6: Hastings St and Mowry Ave



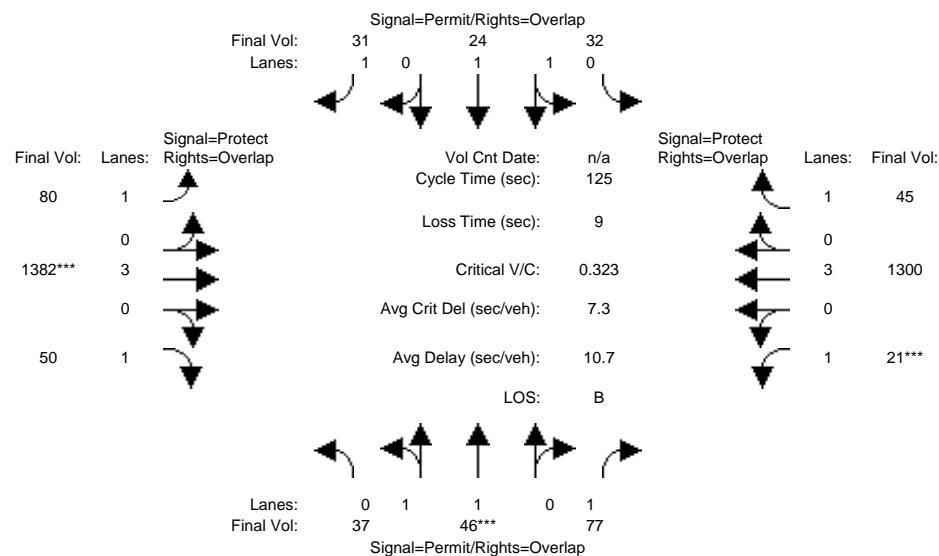
Street Name: Hastings St Mowry Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10 10		10 10		10 10		7 10		10 10		7 10		10 10		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:	<hr/>														
Base Vol:	37	46	75	30	24	31	80	1334	50	19	1253	43			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	37	46	75	30	24	31	80	1334	50	19	1253	43			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	37	46	75	30	24	31	80	1334	50	19	1253	43			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	37	46	75	30	24	31	80	1334	50	19	1253	43			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	37	46	75	30	24	31	80	1334	50	19	1253	43			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	37	46	75	30	24	31	80	1334	50	19	1253	43			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00			
Lanes:	0.89	1.11	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00			
Final Sat.:	1694	2106	1900	1900	1900	1900	1900	5187	1900	1900	5187	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.02	0.02	0.04	0.02	0.01	0.02	0.04	0.26	0.03	0.01	0.24	0.02			
Crit Moves:	****						****								
Green Time:	10.0	10.0	17.0	10.0	10.0	29.9	19.9	99.0	99.0	7.0	86.1	86.1			
Volume/Cap:	0.27	0.27	0.29	0.20	0.16	0.07	0.26	0.32	0.03	0.18	0.35	0.03			
Delay/Veh:	54.6	54.6	49.2	54.1	53.8	36.8	46.6	3.7	2.8	57.1	8.1	6.2			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	54.6	54.6	49.2	54.1	53.8	36.8	46.6	3.7	2.8	57.1	8.1	6.2			
LOS by Move:	D	D	D	D	D	D	D	A	A	E	A	A			
DesignQueue:	3	3	5	2	2	2	5	8	1	1	11	1			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #6: Hastings St and Mowry Ave



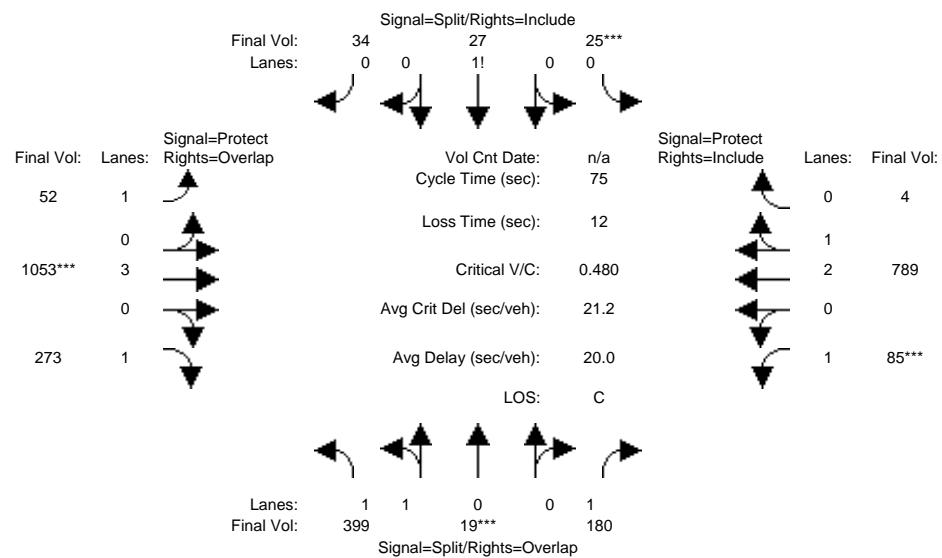
Street Name:	Hastings St				Mowry Ave										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	7	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:															
Base Vol:	37	46	77	32	24	31	80	1382	50	21	1300	45			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	37	46	77	32	24	31	80	1382	50	21	1300	45			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	37	46	77	32	24	31	80	1382	50	21	1300	45			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	37	46	77	32	24	31	80	1382	50	21	1300	45			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	37	46	77	32	24	31	80	1382	50	21	1300	45			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	37	46	77	32	24	31	80	1382	50	21	1300	45			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00			
Lanes:	0.89	1.11	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00			
Final Sat.:	1694	2106	1900	1900	1900	1900	1900	5187	1900	1900	5187	1900			
Capacity Analysis Module:															
Vol/Sat:	0.02	0.02	0.04	0.02	0.01	0.02	0.04	0.27	0.03	0.01	0.25	0.02			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	10.0	10.0	17.0	10.0	10.0	29.4	19.4	99.0	99.0	7.0	86.6	86.6			
Volume/Cap:	0.27	0.27	0.30	0.21	0.16	0.07	0.27	0.34	0.03	0.20	0.36	0.03			
Delay/Veh:	54.6	54.6	49.3	54.2	53.8	37.3	47.1	3.7	2.8	57.2	7.9	6.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	54.6	54.6	49.3	54.2	53.8	37.3	47.1	3.7	2.8	57.2	7.9	6.0			
LOS by Move:	D	D	D	D	D	D	D	A	A	E	A	A			
DesignQueue:	3	3	5	2	2	2	5	8	1	1	11	1			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #7: Civic Center Dr and Mowry Ave



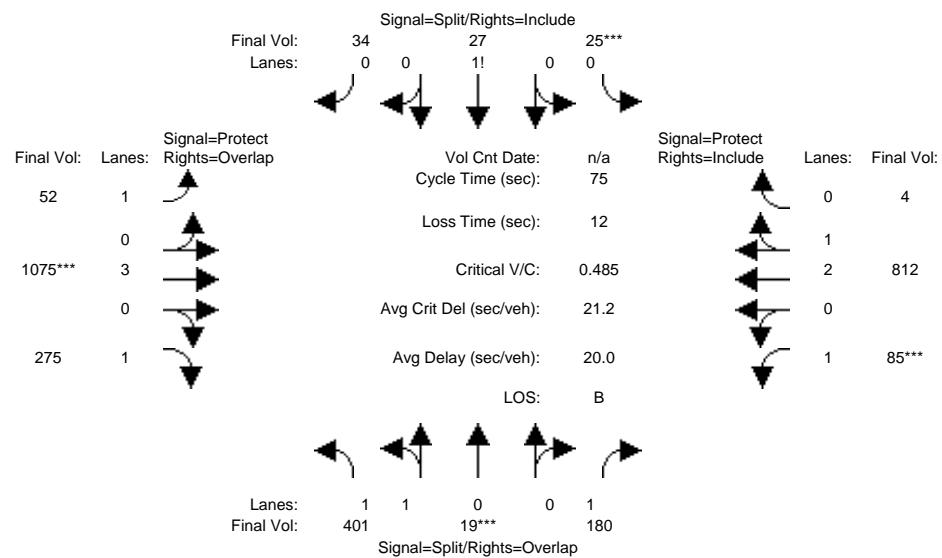
Street Name:	Civic Center Dr						Mowry Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	399	19	180	25	27	34	52	1053	273	85	789	4			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	399	19	180	25	27	34	52	1053	273	85	789	4			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	399	19	180	25	27	34	52	1053	273	85	789	4			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	399	19	180	25	27	34	52	1053	273	85	789	4			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	399	19	180	25	27	34	52	1053	273	85	789	4			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	399	19	180	25	27	34	52	1053	273	85	789	4			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.91	0.09	1.00	0.29	0.31	0.40	1.00	3.00	1.00	1.00	2.99	0.01			
Final Sat.:	3627	173	1900	552	597	751	1900	5187	1900	1900	5482	28			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.11	0.09	0.05	0.05	0.05	0.03	0.20	0.14	0.04	0.14	0.14			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	16.2	16.2	23.2	10.0	10.0	10.0	14.5	29.8	46.0	7.0	22.3	22.3			
Volume/Cap:	0.51	0.51	0.31	0.34	0.34	0.34	0.14	0.51	0.23	0.48	0.48	0.48			
Delay/Veh:	26.5	26.5	20.1	30.3	30.3	30.3	25.3	17.3	6.7	34.3	21.8	21.8			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	26.5	26.5	20.1	30.3	30.3	30.3	25.3	17.3	6.7	34.3	21.8	21.8			
LOS by Move:	C	C	C	C	C	C	C	B	A	C	C	C			
DesignQueue:	7	7	5	3	3	3	2	10	5	3	8	8			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #7: Civic Center Dr and Mowry Ave



Street Name:	Civic Center Dr						Mowry Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	401	19	180	25	27	34	52	1075	275	85	812	4			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	401	19	180	25	27	34	52	1075	275	85	812	4			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	401	19	180	25	27	34	52	1075	275	85	812	4			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	401	19	180	25	27	34	52	1075	275	85	812	4			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	401	19	180	25	27	34	52	1075	275	85	812	4			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	401	19	180	25	27	34	52	1075	275	85	812	4			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.91	0.09	1.00	0.29	0.31	0.40	1.00	3.00	1.00	1.00	2.99	0.01			
Final Sat.:	3628	172	1900	552	597	751	1900	5187	1900	1900	5483	27			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.11	0.09	0.05	0.05	0.05	0.03	0.21	0.14	0.04	0.15	0.15			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	16.0	16.0	23.0	10.0	10.0	10.0	14.3	30.0	46.0	7.0	22.7	22.7			
Volume/Cap:	0.52	0.52	0.31	0.34	0.34	0.34	0.14	0.52	0.24	0.48	0.49	0.49			
Delay/Veh:	26.7	26.7	20.2	30.3	30.3	30.3	25.4	17.3	6.7	34.3	21.6	21.6			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	26.7	26.7	20.2	30.3	30.3	30.3	25.4	17.3	6.7	34.3	21.6	21.6			
LOS by Move:	C	C	C	C	C	C	C	B	A	C	C	C			
DesignQueue:	7	7	5	3	3	3	2	10	5	3	9	9			

Note: Queue reported is the number of cars per lane.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: April 6, 2012
To: City of Fremont
From: Brett Walinski, P.E.
Matt Nelson
Subject: Cumulative Conditions Analysis for the Whole Foods Market Development in Fremont, California

Hexagon Transportation Consultants, Inc. has completed the following supplemental memo to address potential cumulative condition intersection level of service (LOS) impacts that may result from the proposed Whole Foods development located at the northwest corner of the Paseo Padre Parkway and Mowry Avenue intersection in Fremont, California. A description of the project trip generation, distribution, and assignment as well as the methodology used to calculate intersection impacts are described in the December 20, 2011 *Fremont Whole Foods Transportation Impact Analysis (TIA)*.

Cumulative conditions were represented by adding to existing traffic volumes (1) the net project trips from the proposed Whole Foods development and (2) the additional traffic generated by all pending and/or approved developments in the project vicinity. Peak hour traffic volumes generated by the following pending and/or approved projects were included under cumulative conditions:

1. Sunflower Market – The project would be located at 3900 Mowry Avenue. It would consist of 30,300 s.f. of grocery store use.
2. Genius Kids – The project would be located at 3645 Mowry Avenue. It would consist of a daycare facility with up to 55 children.
3. Bui Medical – The project would be located at 3400 Mowry Avenue. It would consist of 13,100 s.f. of medical office use.
4. Hastings Street Mixed-Use – The project would be located at the northwest corner of Hastings Street and Capitol Avenue. It would consist of 16,594 s.f. of retail space, 22,290 s.f. of medical office use, and 14 two-level condominium units.
5. Walnut Avenue Mixed-Use – The project would be located on the north side of Walnut Avenue east of California Street. It would consist of 4,000 s.f. of leasing, fitness and community lounge, 301 apartment units, and 1,200 s.f. of retail use.

The roadway network under cumulative conditions was assumed to be the same as under existing conditions. The intersection level of service results under cumulative conditions are summarized in Table 1. The results show that, measured against the City of Fremont level of service standards, all of the signalized study intersections would operate at an acceptable LOS D or better under cumulative conditions during both the AM and PM peak hours. The detailed level of service calculation sheets are attached. Therefore, the addition of cumulative projects would not create any adverse significant impacts.

Please let us know if you have any questions.

Table 1
Cumulative Intersection Levels of Service

	Peak Hour	Count Date	Cumulative With Project	
			Avg. Delay	LOS
<u>Signalized Intersections:</u>				
Paseo Padre Parkway and Country Drive	AM	11/16/11	15.9	B
	PM	11/16/11	12.1	B
Paseo Padre Parkway and Mowry Avenue	AM	11/15/11	35.8	D
	PM	11/15/11	40.5	D
Paseo Padre Parkway and Capitol Avenue	AM	11/16/11	13.1	B
	PM	11/16/11	19.8	B
Paseo Padre Parkway and Walnut Avenue	AM	11/16/11	35.7	D
	PM	11/16/11	40.4	D
Fremont Boulevard and Mowry Avenue	AM	11/15/11	34.0	C
	PM	11/15/11	40.7	D
Hastings Street and Mowry Avenue	AM	11/15/11	11.1	B
	PM	11/17/11	11.4	B
Civic Center Drive and Mowry Avenue	AM	11/15/11	17.5	B
	PM	11/15/11	19.9	B

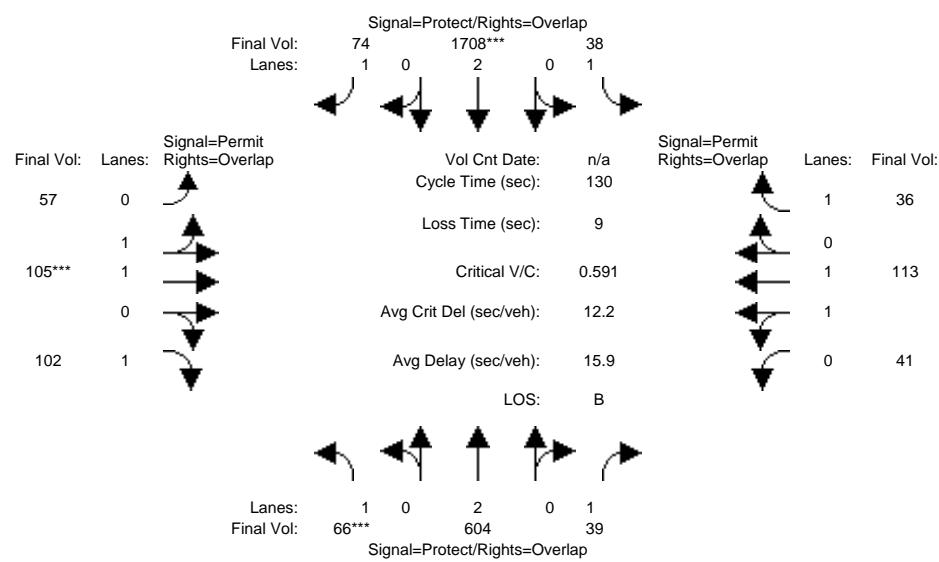
Note: AM peak hour is 7:00 to 9:00 and PM peak hour is 4:00 to 6:00

Appendix

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM w/Project

Intersection #1: Paseo Padre Pkwy and Country Dr



Street Name:	Paseo Padre Pkwy					Country Dr									
Approach:	North Bound			South Bound		East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	<hr/>														
Base Vol:	66	604	39	38	1708	74	57	105	102	41	113	36			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	66	604	39	38	1708	74	57	105	102	41	113	36			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	66	604	39	38	1708	74	57	105	102	41	113	36			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	66	604	39	38	1708	74	57	105	102	41	113	36			
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	66	604	39	38	1708	74	57	105	102	41	113	36			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	66	604	39	38	1708	74	57	105	102	41	113	36			

Saturation Flow Module:	<hr/>													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.70	1.30	1.00	0.53	1.47	1.00		
Final Sat.:	1900	3610	1900	1900	3610	1900	1337	2463	1900	1012	2788	1900		

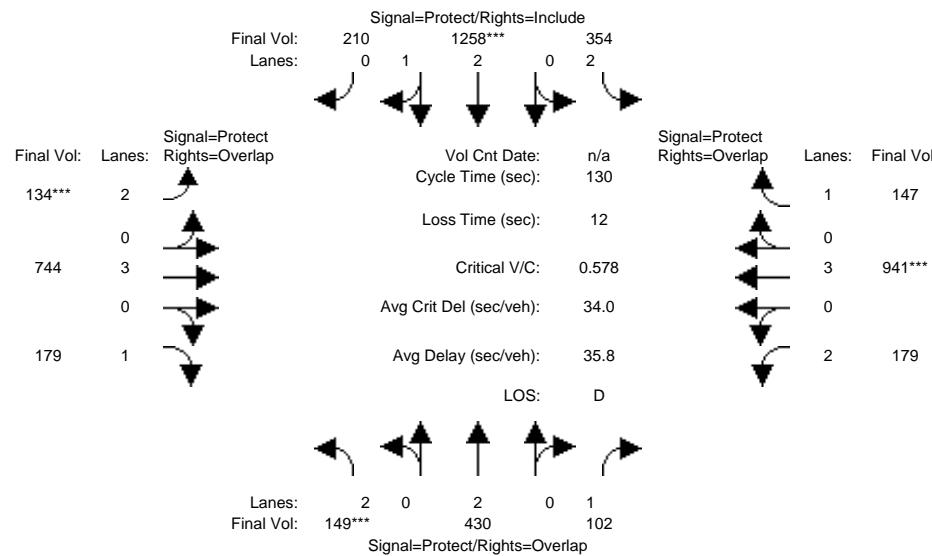
Capacity Analysis Module:	<hr/>													
Vol/Sat:	0.03	0.17	0.02	0.02	0.47	0.04	0.04	0.04	0.05	0.04	0.04	0.02		
Crit Moves:	****			****		****		****						
Green Time:	7.6	84.0	84.0	27.0	103	103.4	10.0	10.0	17.6	10.0	10.0	37.0		
Volume/Cap:	0.59	0.26	0.03	0.10	0.59	0.05	0.55	0.55	0.40	0.53	0.53	0.07		
Delay/Veh:	68.2	9.8	8.3	41.7	5.5	2.8	60.2	60.2	52.4	59.5	59.5	33.9		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	68.2	9.8	8.3	41.7	5.5	2.8	60.2	60.2	52.4	59.5	59.5	33.9		
LOS by Move:	E	A	A	D	A	A	E	E	D	E	E	C		
DesignQueue:	5	9	1	2	15	1	5	5	6	5	5	2		

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM w/Project

Intersection #2: Paseo Padre Pkwy and Mowry Ave



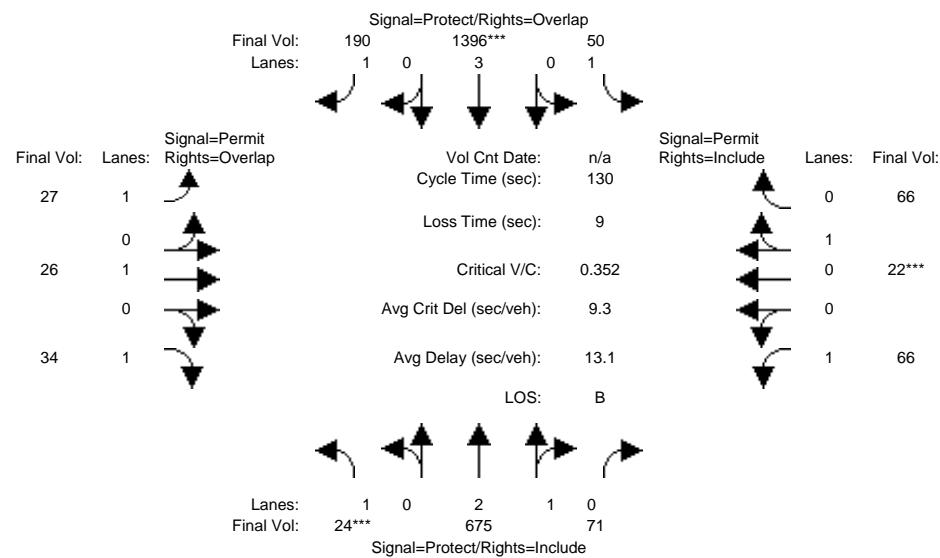
Street Name: Paseo Padre Pkwy Mowry Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10	10		7	10		10	7		10	10		
Y+R:	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0		
Volume Module:	<hr/>														
Base Vol:	149	430	102	354	1258	210	134	744	179	179	941	147			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	149	430	102	354	1258	210	134	744	179	179	941	147			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	149	430	102	354	1258	210	134	744	179	179	941	147			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	149	430	102	354	1258	210	134	744	179	179	941	147			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	149	430	102	354	1258	210	134	744	179	179	941	147			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	149	430	102	354	1258	210	134	744	179	179	941	147			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.97	0.95	1.00	0.97	0.96	1.00	0.97	0.91	1.00	0.97	0.91	1.00			
Lanes:	2.00	2.00	1.00	2.00	2.59	0.41	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3686	3610	1900	3686	4721	788	3686	5187	1900	3686	5187	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.04	0.12	0.05	0.10	0.27	0.27	0.04	0.14	0.09	0.05	0.18	0.08			
Crit Moves:	****			****		****				****					
Green Time:	9.1	38.2	51.6	30.8	59.9	59.9	8.2	35.6	44.7	13.4	40.8	71.6			
Volume/Cap:	0.58	0.41	0.14	0.41	0.58	0.58	0.58	0.52	0.27	0.47	0.58	0.14			
Delay/Veh:	61.8	37.0	25.1	42.2	26.1	26.1	62.8	40.4	31.1	55.9	37.9	14.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	61.8	37.0	25.1	42.2	26.1	26.1	62.8	40.4	31.1	55.9	37.9	14.3			
LOS by Move:	E	D	C	D	C	C	E	D	C	E	D	B			
DesignQueue:	5	12	5	10	21	21	5	15	9	6	18	5			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM w/Project

Intersection #3: Paseo Padre Pkwy and Capitol Ave

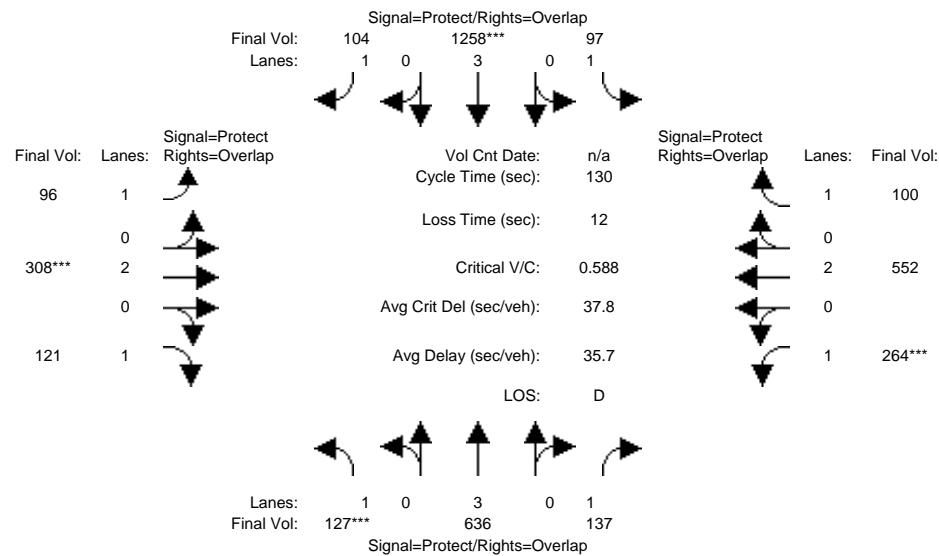


Street Name: Paseo Padre Pkwy												Capitol Ave												
Approach: North Bound				South Bound				East Bound				West Bound												
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R									
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10									
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0									
Volume Module:																								
Base Vol:	24	675	71	50	1396	190	27	26	34	66	22	66												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	24	675	71	50	1396	190	27	26	34	66	22	66												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	24	675	71	50	1396	190	27	26	34	66	22	66												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	24	675	71	50	1396	190	27	26	34	66	22	66												
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	24	675	71	50	1396	190	27	26	34	66	22	66												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
FinalVolume:	24	675	71	50	1396	190	27	26	34	66	22	66												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	1.00	0.96	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	1.00	2.72	0.28	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Final Sat.:	1900	4985	524	1900	5187	1900	1900	1900	1900	1900	1900	1900												
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.14	0.14	0.03	0.27	0.10	0.01	0.01	0.02	0.03	0.05	0.05												
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****												
Green Time:	7.0	74.6	74.6	29.7	97.3	97.3	16.7	16.7	23.7	16.7	16.7	16.7												
Volume/Cap:	0.23	0.24	0.24	0.12	0.36	0.13	0.11	0.11	0.10	0.27	0.36	0.36												
Delay/Veh:	60.1	13.7	13.7	39.9	5.7	4.6	50.3	50.2	44.3	51.7	52.6	52.6												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	60.1	13.7	13.7	39.9	5.7	4.6	50.3	50.2	44.3	51.7	52.6	52.6												
LOS by Move:	E	B	B	D	A	A	D	D	D	D	D	D												
DesignQueue:	2	8	8	3	10	4	2	2	2	4	6	6												

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM w/Project

Intersection #4: Paseo Padre Pkwy and Walnut Ave



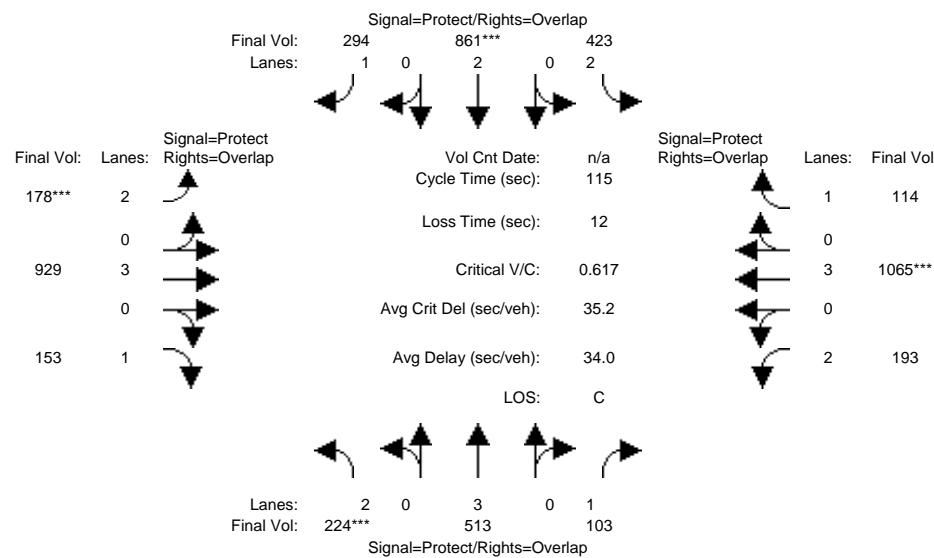
Street Name: Paseo Padre Pkwy Walnut Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10	10		7	10		10	7		10	10		
Y+R:	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0		
Volume Module:	<hr/>														
Base Vol:	127	636	137	97	1258	104	96	308	121	264	552	100			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	127	636	137	97	1258	104	96	308	121	264	552	100			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	127	636	137	97	1258	104	96	308	121	264	552	100			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	127	636	137	97	1258	104	96	308	121	264	552	100			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	127	636	137	97	1258	104	96	308	121	264	552	100			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	127	636	137	97	1258	104	96	308	121	264	552	100			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00			
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	3610	1900	1900	3610	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.07	0.12	0.07	0.05	0.24	0.05	0.05	0.09	0.06	0.14	0.15	0.05			
Crit Moves:	****			****			****		****						
Green Time:	14.8	47.5	78.3	20.9	53.6	66.5	12.9	18.9	33.6	30.7	36.7	57.6			
Volume/Cap:	0.59	0.34	0.12	0.32	0.59	0.11	0.51	0.59	0.25	0.59	0.54	0.12			
Delay/Veh:	58.9	29.9	11.1	48.9	30.0	16.4	57.8	53.7	38.4	46.1	40.1	21.4			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	58.9	29.9	11.1	48.9	30.0	16.4	57.8	53.7	38.4	46.1	40.1	21.4			
LOS by Move:	E	C	B	D	C	B	E	D	D	D	D	C			
DesignQueue:	8	11	4	6	21	4	6	10	7	15	16	4			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM w/Project

Intersection #5: Fremont Blvd and Mowry Ave



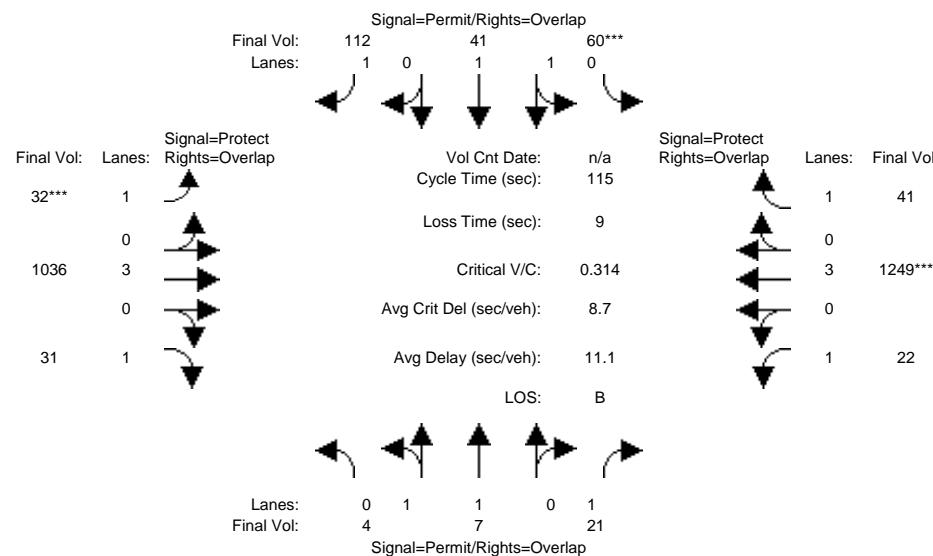
Street Name: Fremont Blvd Mowry Ave														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:														
Base Vol:	224	513	103	423	861	294	178	929	153	193	1065	114		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	224	513	103	423	861	294	178	929	153	193	1065	114		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	224	513	103	423	861	294	178	929	153	193	1065	114		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	224	513	103	423	861	294	178	929	153	193	1065	114		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	224	513	103	423	861	294	178	929	153	193	1065	114		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	224	513	103	423	861	294	178	929	153	193	1065	114		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00		
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00		
Final Sat.:	3686	5187	1900	3686	3610	1900	3686	5187	1900	3686	5187	1900		
Capacity Analysis Module:														
Vol/Sat:	0.06	0.10	0.05	0.11	0.24	0.15	0.05	0.18	0.08	0.05	0.21	0.06		
Crit Moves:	****			****		****		****		****		****		
Green Time:	11.3	25.8	37.8	29.9	44.4	53.4	9.0	35.3	46.6	12.0	38.3	68.2		
Volume/Cap:	0.62	0.44	0.16	0.44	0.62	0.33	0.62	0.58	0.20	0.50	0.62	0.10		
Delay/Veh:	53.0	38.7	27.5	35.9	29.3	19.7	55.3	34.2	22.3	49.7	32.9	10.2		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	53.0	38.7	27.5	35.9	29.3	19.7	55.3	34.2	22.3	49.7	32.9	10.2		
LOS by Move:	D	D	C	D	C	B	E	C	C	D	C	B		
DesignQueue:	7	10	4	11	19	10	5	16	6	6	18	3		

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM w/Project

Intersection #6: Hastings St and Mowry Ave



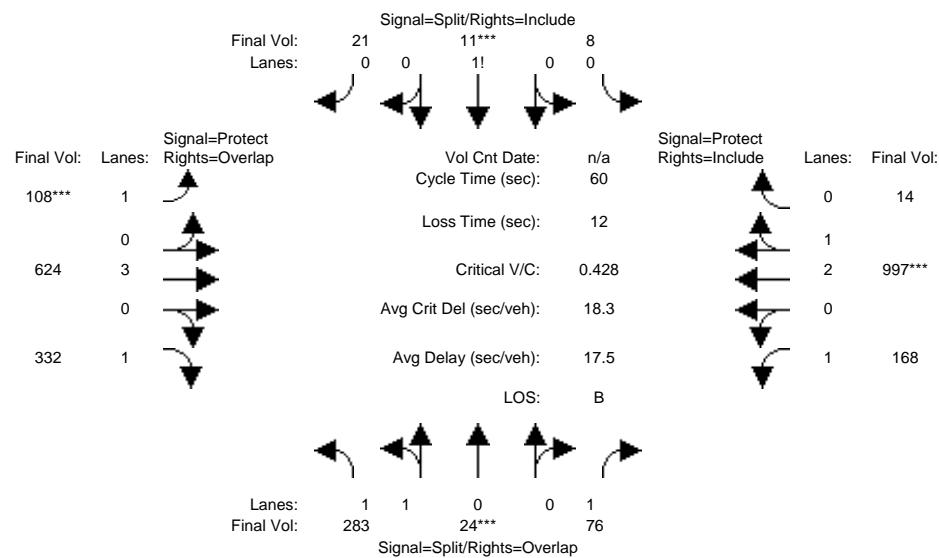
Street Name: Hastings St Mowry Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		10		10		10		10		10		10		
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		
Volume Module:	<hr/>														
Base Vol:	4	7	21	60	41	112	32	1036	31	22	1249	41			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	4	7	21	60	41	112	32	1036	31	22	1249	41			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	4	7	21	60	41	112	32	1036	31	22	1249	41			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	4	7	21	60	41	112	32	1036	31	22	1249	41			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	4	7	21	60	41	112	32	1036	31	22	1249	41			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	4	7	21	60	41	112	32	1036	31	22	1249	41			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00			
Lanes:	0.73	1.27	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00			
Final Sat.:	1382	2418	1900	1900	1900	1900	1900	5187	1900	1900	5187	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.00	0.00	0.01	0.03	0.02	0.06	0.02	0.20	0.02	0.01	0.24	0.02			
Crit Moves:	*****						*****								
Green Time:	11.5	11.5	33.6	11.5	11.5	18.5	7.0	72.4	72.4	22.1	87.5	87.5			
Volume/Cap:	0.03	0.03	0.04	0.32	0.22	0.37	0.28	0.32	0.03	0.06	0.32	0.03			
Delay/Veh:	46.8	46.8	29.2	48.7	47.9	43.8	52.9	9.9	8.0	38.1	4.4	3.4			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	46.8	46.8	29.2	48.7	47.9	43.8	52.9	9.9	8.0	38.1	4.4	3.4			
LOS by Move:	D	D	C	D	D	D	D	A	A	D	A	A			
DesignQueue:	0	0	1	3	2	6	2	9	1	1	7	1			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM w/Project

Intersection #7: Civic Center Dr and Mowry Ave

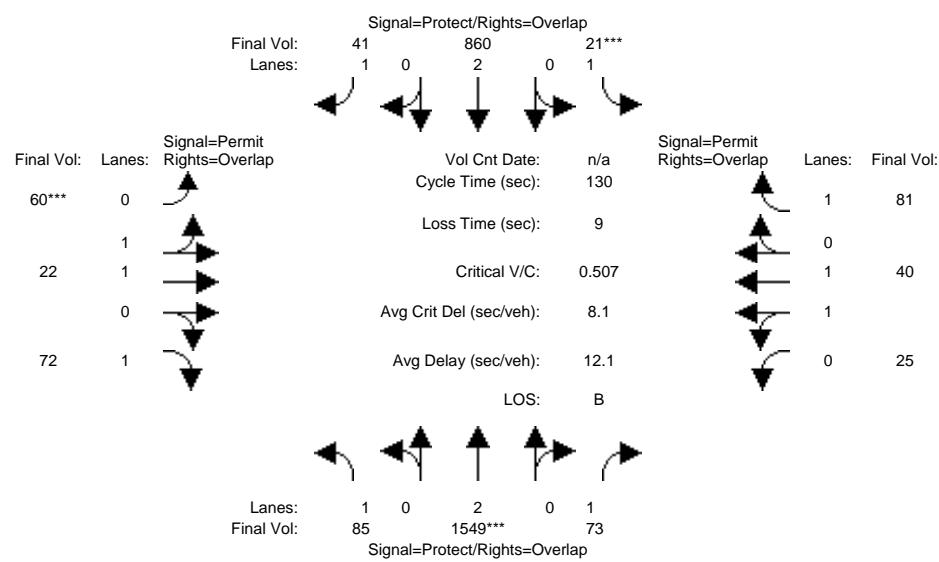


Street Name:	Civic Center Dr						Mowry Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	283	24	76	8	11	21	108	624	332	168	997	14			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	283	24	76	8	11	21	108	624	332	168	997	14			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	283	24	76	8	11	21	108	624	332	168	997	14			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	283	24	76	8	11	21	108	624	332	168	997	14			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	283	24	76	8	11	21	108	624	332	168	997	14			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	283	24	76	8	11	21	108	624	332	168	997	14			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	1.00			
Lanes:	1.84	0.16	1.00	0.20	0.28	0.52	1.00	3.00	1.00	1.00	2.96	0.04			
Final Sat.:	3503	297	1900	380	523	998	1900	5187	1900	1900	5434	76			
Capacity Analysis Module:															
Vol/Sat:	0.08	0.08	0.04	0.02	0.02	0.02	0.06	0.12	0.17	0.09	0.18	0.18			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	10.0	10.0	21.5	10.0	10.0	10.0	7.0	16.5	26.5	11.5	21.0	21.0			
Volume/Cap:	0.48	0.48	0.11	0.13	0.13	0.13	0.49	0.44	0.40	0.46	0.52	0.52			
Delay/Veh:	23.3	23.3	12.9	21.5	21.5	21.5	26.5	18.2	11.7	22.4	15.8	15.8			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	23.3	23.3	12.9	21.5	21.5	21.5	26.5	18.2	11.7	22.4	15.8	15.8			
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B			
DesignQueue:	4	4	2	1	1	1	3	6	6	5	8	8			

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM w/Project

Intersection #1: Paseo Padre Pkwy and Country Dr



Street Name:

Paseo Padre Pkwy

Country Dr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 10 10 10 10 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module:

Base Vol:	85	1549	73	21	860	41	60	22	72	25	40	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1549	73	21	860	41	60	22	72	25	40	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	1549	73	21	860	41	60	22	72	25	40	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	1549	73	21	860	41	60	22	72	25	40	81
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1549	73	21	860	41	60	22	72	25	40	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	1549	73	21	860	41	60	22	72	25	40	81

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.77	1.23
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	1900	1900	1462	2338

Capacity Analysis Module:

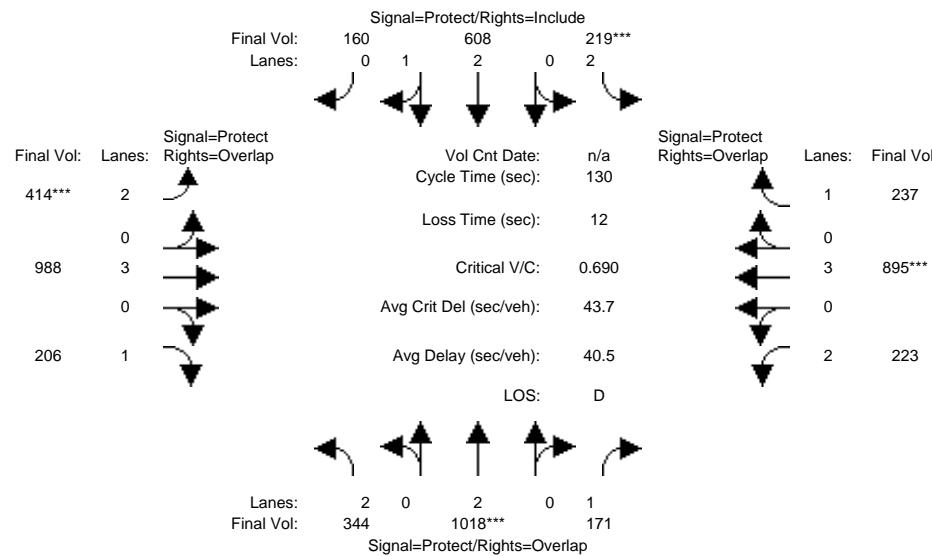
Vol/Sat:	0.04	0.43	0.04	0.01	0.24	0.02	0.03	0.01	0.04	0.02	0.02	0.04
Crit Moves:	****	****	****				****					
Green Time:	20.5	104	104.0	7.0	90.5	90.5	10.0	10.0	30.5	10.0	10.0	17.0
Volume/Cap:	0.28	0.54	0.05	0.21	0.34	0.03	0.41	0.15	0.16	0.22	0.22	0.33
Delay/Veh:	48.8	4.8	2.7	59.8	7.9	6.1	58.6	56.2	39.8	56.7	56.7	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	4.8	2.7	59.8	7.9	6.1	58.6	56.2	39.8	56.7	56.7	52.1
LOS by Move:	D	A	A	E	A	A	E	E	D	E	E	D
DesignQueue:	5	13	1	1	11	1	4	1	4	2	2	5

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM w/Project

Intersection #2: Paseo Padre Pkwy and Mowry Ave



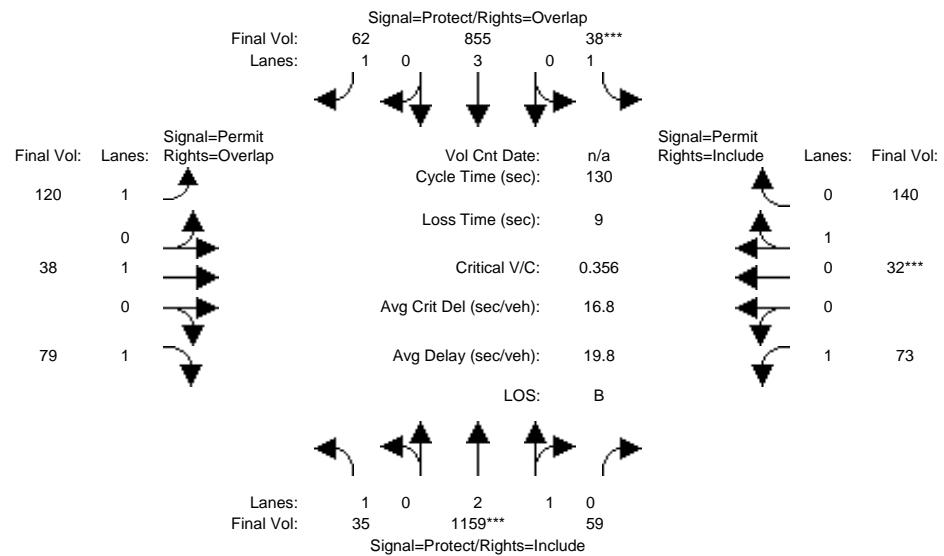
Street Name:	Paseo Padre Pkwy						Mowry Ave								
	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:															
Base Vol:	337	1025	171	198	608	160	400	1002	206	223	902	230			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	337	1025	171	198	608	160	400	1002	206	223	902	230			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	7	-7	0	21	0	0	14	-14	0	0	-7	7			
Initial Fut:	344	1018	171	219	608	160	414	988	206	223	895	237			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	344	1018	171	219	608	160	414	988	206	223	895	237			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	344	1018	171	219	608	160	414	988	206	223	895	237			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	344	1018	171	219	608	160	414	988	206	223	895	237			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.97	0.95	1.00	0.97	0.96	1.00	0.97	0.91	1.00	0.97	0.91	1.00			
Lanes:	2.00	2.00	1.00	2.00	2.40	0.60	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	3686	3610	1900	3686	4361	1148	3686	5187	1900	3686	5187	1900			
Capacity Analysis Module:															
Vol/Sat:	0.09	0.28	0.09	0.06	0.14	0.14	0.11	0.19	0.11	0.06	0.17	0.12			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	25.8	53.1	66.1	11.2	38.5	38.5	21.2	40.7	66.5	12.9	32.5	43.7			
Volume/Cap:	0.47	0.69	0.18	0.69	0.47	0.47	0.69	0.61	0.21	0.61	0.69	0.37			
Delay/Veh:	46.5	33.1	17.4	64.0	37.6	37.6	54.7	38.5	17.5	59.0	45.8	33.1			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	46.5	33.1	17.4	64.0	37.6	37.6	54.7	38.5	17.5	59.0	45.8	33.1			
LOS by Move:	D	C	B	E	D	D	D	D	B	E	D	C			
DesignQueue:	11	25	6	8	14	14	13	19	7	8	19	12			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM w/Project

Intersection #3: Paseo Padre Pkwy and Capitol Ave



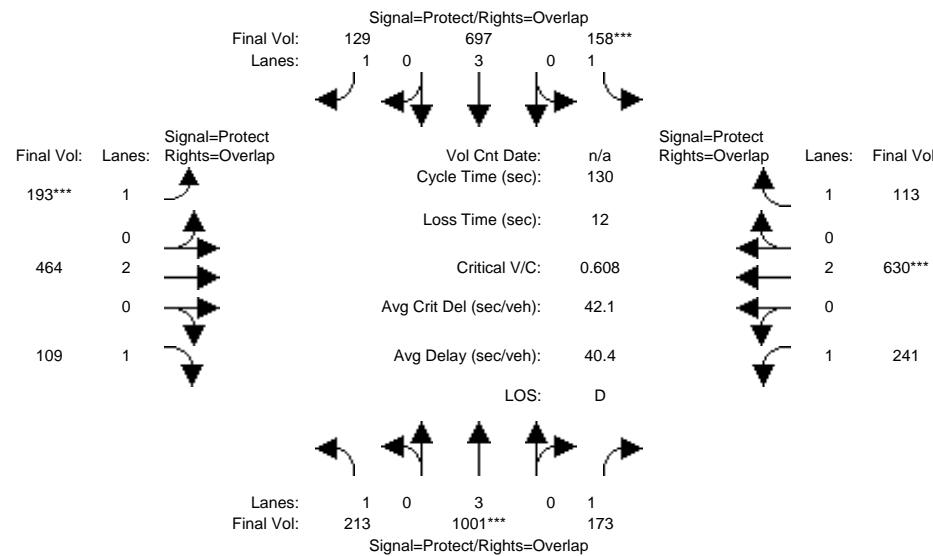
Street Name: Paseo Padre Pkwy												Capitol Ave													
Approach: North Bound				South Bound				East Bound				West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:																									
Base Vol:	35	1159	59	38	855	62	120	38	79	73	32	140													
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
Initial Bse:	35	1159	59	38	855	62	120	38	79	73	32	140													
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0													
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0													
Initial Fut:	35	1159	59	38	855	62	120	38	79	73	32	140													
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
PHF Volume:	35	1159	59	38	855	62	120	38	79	73	32	140													
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0													
Reduced Vol:	35	1159	59	38	855	62	120	38	79	73	32	140													
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
FinalVolume:	35	1159	59	38	855	62	120	38	79	73	32	140													
Saturation Flow Module:																									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900													
Adjustment:	1.00	0.96	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
Lanes:	1.00	2.86	0.14	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
Final Sat.:	1900	5243	267	1900	5187	1900	1900	1900	1900	1900	1900	1900													
Capacity Analysis Module:																									
Vol/Sat:	0.02	0.22	0.22	0.02	0.16	0.03	0.06	0.02	0.04	0.04	0.04	0.09													
Crit Moves:	*****												*****												
Green Time:	21.7	80.7	80.7	7.3	66.3	66.3	33.0	33.0	54.7	33.0	33.0	33.0													
Volume/Cap:	0.11	0.36	0.36	0.36	0.32	0.06	0.25	0.08	0.10	0.15	0.36	0.36													
Delay/Veh:	46.1	12.1	12.1	61.1	18.8	16.2	38.9	37.0	22.8	37.8	40.2	40.2													
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
AdjDel/Veh:	46.1	12.1	12.1	61.1	18.8	16.2	38.9	37.0	22.8	37.8	40.2	40.2													
LOS by Move:	D	B	B	E	B	B	D	D	C	D	D	D													
DesignQueue:	2	12	12	3	12	2	7	2	3	4	9	9													

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM w/Project

Intersection #4: Paseo Padre Pkwy and Walnut Ave



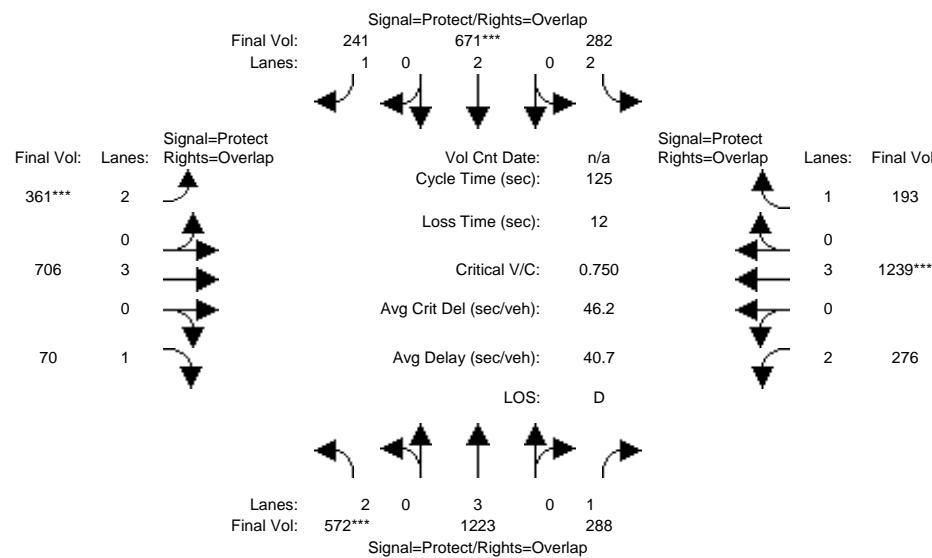
Street Name: Paseo Padre Pkwy Walnut Ave															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10	10		7	10		10	7		10	10		
Y+R:	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0		
Volume Module:	<hr/>														
Base Vol:	213	1001	173	158	697	129	193	464	109	241	630	113			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	213	1001	173	158	697	129	193	464	109	241	630	113			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	213	1001	173	158	697	129	193	464	109	241	630	113			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	213	1001	173	158	697	129	193	464	109	241	630	113			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	213	1001	173	158	697	129	193	464	109	241	630	113			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	213	1001	173	158	697	129	193	464	109	241	630	113			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00			
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	3610	1900	1900	3610	1900			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.11	0.19	0.09	0.08	0.13	0.07	0.10	0.13	0.06	0.13	0.17	0.06			
Crit Moves:	****			****			****			****					
Green Time:	26.8	41.2	70.5	17.8	32.2	53.9	21.7	29.7	56.5	29.3	37.3	55.1			
Volume/Cap:	0.54	0.61	0.17	0.61	0.54	0.16	0.61	0.56	0.13	0.56	0.61	0.14			
Delay/Veh:	47.7	38.2	15.0	57.0	43.0	24.0	53.6	45.3	22.1	46.4	41.1	23.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	47.7	38.2	15.0	57.0	43.0	24.0	53.6	45.3	22.1	46.4	41.1	23.0			
LOS by Move:	D	D	B	E	D	C	D	D	C	D	D	C			
DesignQueue:	13	19	6	10	14	6	12	14	5	14	18	5			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM w/Project

Intersection #5: Fremont Blvd and Mowry Ave



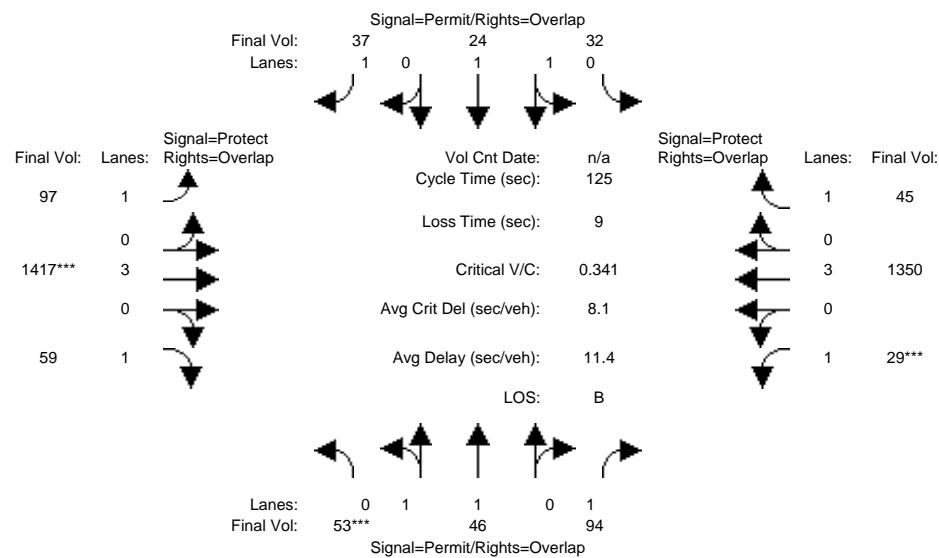
Street Name: Fremont Blvd Mowry Ave																		
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Min. Green:	7		10		10		7		10		10		7		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:	<hr/>																	
Base Vol:	572	1223	288	282	671	241	361	706	70	276	1239	193						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	572	1223	288	282	671	241	361	706	70	276	1239	193						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	572	1223	288	282	671	241	361	706	70	276	1239	193						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	572	1223	288	282	671	241	361	706	70	276	1239	193						
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	572	1223	288	282	671	241	361	706	70	276	1239	193						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	572	1223	288	282	671	241	361	706	70	276	1239	193						
Saturation Flow Module:	<hr/>																	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00						
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00						
Final Sat.:	3686	5187	1900	3686	3610	1900	3686	5187	1900	3686	5187	1900						
Capacity Analysis Module:	<hr/>																	
Vol/Sat:	0.16	0.24	0.15	0.08	0.19	0.13	0.10	0.14	0.04	0.07	0.24	0.10						
Crit Moves:	****			****		****	****			****								
Green Time:	25.9	42.9	62.9	13.9	31.0	47.3	16.3	36.2	62.1	19.9	39.8	53.7						
Volume/Cap:	0.75	0.69	0.30	0.69	0.75	0.34	0.75	0.47	0.07	0.47	0.75	0.24						
Delay/Veh:	50.7	36.4	18.4	58.3	47.0	27.9	58.8	36.7	16.5	48.3	40.1	22.8						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	50.7	36.4	18.4	58.3	47.0	27.9	58.8	36.7	16.5	48.3	40.1	22.8						
LOS by Move:	D	D	B	E	D	C	E	D	B	D	D	C						
DesignQueue:	17	22	10	9	19	11	12	13	2	8	23	8						

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM w/Project

Intersection #6: Hastings St and Mowry Ave



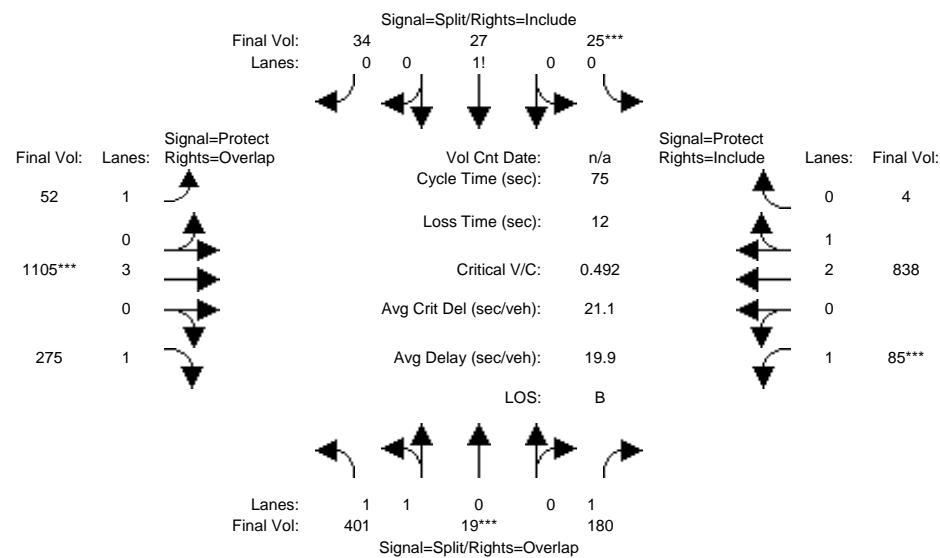
Street Name:	Hastings St				Mowry Ave										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	7	10	10	10	7	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:															
Base Vol:	53	46	94	32	24	37	97	1417	59	29	1350	45			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	46	94	32	24	37	97	1417	59	29	1350	45			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	46	94	32	24	37	97	1417	59	29	1350	45			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	46	94	32	24	37	97	1417	59	29	1350	45			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	46	94	32	24	37	97	1417	59	29	1350	45			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	46	94	32	24	37	97	1417	59	29	1350	45			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Sat.:	1900	1900	1900	1900	1900	1900	1900	5187	1900	1900	5187	1900			
Capacity Analysis Module:															
Vol/Sat:	0.03	0.02	0.05	0.02	0.01	0.02	0.05	0.27	0.03	0.02	0.26	0.02			
Crit Moves:	****						****		****						
Green Time:	10.1	10.1	17.1	10.1	10.1	28.9	18.8	98.9	98.9	7.0	87.1	87.1			
Volume/Cap:	0.35	0.30	0.36	0.21	0.16	0.08	0.34	0.35	0.04	0.27	0.37	0.03			
Delay/Veh:	55.1	54.6	49.9	54.1	53.7	37.8	48.3	3.8	2.8	57.9	7.8	5.9			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	55.1	54.6	49.9	54.1	53.7	37.8	48.3	3.8	2.8	57.9	7.8	5.9			
LOS by Move:	E	D	D	D	D	D	D	A	A	E	A	A			
DesignQueue:	3	3	6	2	2	2	6	8	1	2	11	1			

Note: Queue reported is the number of cars per lane.

Whole Foods

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM w/Project

Intersection #7: Civic Center Dr and Mowry Ave



Street Name:	Civic Center Dr						Mowry Ave								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	401	19	180	25	27	34	52	1105	275	85	838	4			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	401	19	180	25	27	34	52	1105	275	85	838	4			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	401	19	180	25	27	34	52	1105	275	85	838	4			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	401	19	180	25	27	34	52	1105	275	85	838	4			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	401	19	180	25	27	34	52	1105	275	85	838	4			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	401	19	180	25	27	34	52	1105	275	85	838	4			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	1.00			
Lanes:	1.91	0.09	1.00	0.29	0.31	0.40	1.00	3.00	1.00	1.00	2.99	0.01			
Final Sat.:	3628	172	1900	552	597	751	1900	5187	1900	1900	5484	26			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.11	0.09	0.05	0.05	0.05	0.03	0.21	0.14	0.04	0.15	0.15			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	15.7	15.7	22.7	10.0	10.0	10.0	14.1	30.3	46.0	7.0	23.1	23.1			
Volume/Cap:	0.53	0.53	0.31	0.34	0.34	0.34	0.15	0.53	0.24	0.48	0.50	0.50			
Delay/Veh:	27.0	27.0	20.4	30.3	30.3	30.3	25.6	17.2	6.7	34.3	21.4	21.4			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	27.0	27.0	20.4	30.3	30.3	30.3	25.6	17.2	6.7	34.3	21.4	21.4			
LOS by Move:	C	C	C	C	C	C	C	B	A	C	C	C			
DesignQueue:	7	7	5	3	3	3	2	11	5	3	9	9			

Note: Queue reported is the number of cars per lane.

Fremont Whole Foods TIA

AM	12	66	42
PM	121	117	

**SUNFLOWER MARKET
TRIP ASSIGNMENT**



LEGEND

= Project Site Location

(X) = Study Intersection

**Figure 1
Site Location and Study Intersections**



Hexagon Transportation Consultants, Inc.



Fremont Whole Foods TIA

AM
PM
1N 23 21
21 24

GENIUS KIDS
TRIP ASSIGNMENT



Figure 1
Site Location and Study Intersections



Hexagon Transportation Consultants, Inc.



NORTH
Not to Scale

**BUI MEDICAL
TRIP ASSIGNMENT**

AM
PM
11
24
12
37
OUT
6
10
37



LEGEND

= Project Site Location

(X) = Study Intersection

Figure 1
Site Location and Study Intersections



Hexagon Transportation Consultants, Inc.



**HASTINGS TIA
TRIP ASSIGNMENT**

**LEGEND**

= Project Site Location

(X) = Study Intersection

Figure 1
Site Location and Study Intersections



Hexagon Transportation Consultants, Inc.



*WALNUT AVE
TIA
Project Trips*

**LEGEND**

= Project Site Location

= Study Intersection

Figure 1
Site Location and Study Intersections



Hexagon Transportation Consultants, Inc.



Table A - 1
Trip Generation Estimates for Genius Kids

Land Use	Size ¹	Daily Rate	AM Peak Hour			PM Peak Hour					
			Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Daycare	55	4.48	246	0.8	23	21	44	0.82	21	24	45

¹ size expressed in max. number of students.

² Source: Daycare Center (565) ITE Trip Generation, 8th Edition, 2008.

Table A - 1
Trip Generation Estimates for Sunflower Market

Land Use	Size ¹	AM Peak Hour						PM Peak Hour					
		Daily Rate	Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total		
Sunflower Market passby of 25%	30.3	102.24	3,098	3.59	66	42	108	10.5	162	156	318		
Net Project Trips		66	42	108				-41	-39	-80			
					121	117	238						

¹ size expressed in 1,000 square feet.

² Source: Supermarket (850) ITE Trip Generation, 8th Edition, 2008.

Table A - 1
Trip Generation Estimates for Bui Medical

Land Use	Size ¹	Daily Rate	AM Peak Hour			PM Peak Hour					
			Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Bui Medical	13,1	36.13	473	2.3	24	6	30	3.46	12	33	45

¹ size expressed in 1,000 square feet.

² Source: Medical-Dental Office (720) ITE Trip Generation, 8th Edition, 2008.

Trip Generation

Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation*, Seventh Edition. Based on ITE's trip generation rates for shopping centers (ITE code 820) and residential apartments (ITE code 220), the 1,200 s.f. of retail and 301 dwelling units would generate 155 AM peak-hour trips and 192 PM peak-hour trips. The trip generation estimates are shown in Table 5 below.

Table 5
Project Trip Generation

Land Use	Size	AM Peak Hour			PM Peak Hour				
		Peak Hour Rate /a/	In	Out	Total	Peak Hour Rate /a/	In	Out	Total
New Proposed Uses									
Shopping Center	1.2 k.s.f.	1.03	1	0	1	3.75	2	3	5
Residential - Apartments	301 units	0.51	31	123	154	0.62	121	66	187
Total Trips			32	123	155		123	69	192

/a/ Rates based on *ITE Trip Generation Manual*, 7th edition average rates.

Trip Distribution and Assignment

The trip distribution for project-generated traffic was estimated based on previous traffic impact analyses. The project trip distribution is shown graphically on Figure 8. The peak-hour trips generated by the proposed project (the project trips) were added to the street network in accordance with the project trip generation and distribution described above. Figure 9 shows the assignment of project traffic at the study intersections.

Near-Term Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to background traffic volumes to obtain background plus project traffic volumes. Background traffic volumes plus project trips are typically referred to simply as *near-term project traffic volumes*; this is contrasted with the term *project trips*, which is used to signify the traffic that is produced specifically by the project. The project traffic volumes are shown on Figure 10.

Near-Term Project Intersection Levels of Service

The results of the signalized intersection level of service analysis under near-term project conditions are summarized in Table 6. The results indicate that all of the study intersections would operate at an acceptable level of service (LOS D or better). The level of service calculation sheets are included in Appendix B.



Hastings Street Mixed-Use Project Trip Generation

Land Use	AM Peak Hour					PM Peak Hour				
	Size ¹	Rate ²	Trip Generation			Rate ²	Trip Generation			
			In	Out	Total		%In	%Out	In	Out
Retail ³	16.6	1.03	61%	39%	10	7	17	3.75	48%	52%
<i>Internal Capture⁴</i>					-3	-2	-4			-7
Subtotal Retail					8	5	13			22
Pass-By ⁵	0.25				-2	-1	-3	0.25		-6
Primary Retail Trips					6	4	10			17
Medical Office	22.3	2.48	79%	21%	44	12	55	3.72	27%	73%
Condominium	14	0.44	17%	83%	1	5	6	0.52	67%	33%
Total (med office + condos)					45	17	61			27
<i>Internal Capture⁴</i>					-2	-3	-4			-8
Primary Med Office + Condo Trips					43	14	57			19
Total Primary Trips					49	18	67			36
Total Passby Trips					2	1	3			6
Total Primary + Passby Trips					51	19	70			42
										121

Source: ITE *Trip Generation*, Seventh Edition, except as otherwise noted.

Note: calculation of trip numbers may result in apparent inaccuracies due to rounding. Each number is correctly rounded to the nearest integer value.

1 size expressed in 000's of square feet for retail (ITE code 820) and medical office (ITE code 720), and in number of units for condominium (ITE code 230).

2 trip rates based on average rates.

3 shopping center.

4 Internal capture represents trips with both end points located wholly within the site. Capture rate between Retail use and combined Medical Office and Residential uses is 25 percent of the use(s) producing the fewest peak-hour trips (the retail).

5 Pass-by rate is 25 percent for retail (shopping center) use in each of the peak hours.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: April 19, 2012
To: City of Fremont
From: Brett Walinski, P.E.
Subject: Whole Foods Site Access and Circulation Review

The purpose of this memo is to present the results of the site access and on-site circulation review for the proposed Whole Foods Market on Mowry Avenue at Paseo Padre Parkway in Fremont, California. The site plan analyzed was prepared by Civil Engineering Associates and dated October 10, 2011 (see Figure 1). The review considered several important site planning elements, which are shown on Table 1. Additional discussion for each review category is provided on the following pages.

Table 1
Site Access and Circulation Summary

Category	Acceptable? (Yes/No)	Comments
1. Site Driveways		
A) LOS/Delay	See Discussion	
B) Queuing Storage Space	See Discussion	
C) Sight Distance	Yes	
D) Blocked by Adjacent Street Queues	See Discussion	
E) Truck/Car Turn Radii Sufficient	Yes	Trucks may cross over into opposing lane to access the site, but conflicts would be infrequent.
F) Driveway Spacing	Yes	
G) Driveway Alignment on opposite side of street	Yes	
H) Traffic Control (stop sign, traffic signal, etc...)	Yes	
I) Lane Width	Yes	
J) Number of Emergency Vehicle Access Points	Yes	
K) Bus/Transit Stop on Frontage	See Discussion	
2. Site Circulation		
A) Truck Circulation to Loading/Garbage	Yes	Trucks may cross over into opposing lanes onsite, but conflicts would be infrequent.
B) Onsite Intersections Geometry	See Discussion	
C) Onsite Intersection Traffic Control	Yes	
D) Sight Distance	Yes	
E) Dead End Aisles/Turn Arounds	Yes	
F) Drive Aisle width	Yes	
G) Parking Stall Dimensions	See Discussion	
H) Drive Aisle Length (excessive speeds)	Yes	
I) Connectivity to Sidewalks/Ped Safety	Yes	
J) Bike Storage/Safety	See Discussion	

1. Site Driveways

A) LOS/Delay (See Table 2)

Level of service (LOS) was evaluated for each site driveway using the *Highway Capacity Manual* (HCM) methodology. At the unsignalized northern driveway on Paseo Padre Parkway, the average delay for outbound traffic would be 217 seconds during the AM peak hour and 294 seconds during the PM peak hour. This equates to LOS F for both peak hours. The poor delay and level of service is a result of the high volume of traffic on Paseo Padre Parkway and the fact that the driveway would allow outbound left turns. If a vehicle decided not to attempt an outbound left turn because of excessive delays, access to northbound Paseo Padre Parkway is available via a u-turn at the Mowry Road/Paseo Padre Parkway intersection. The delay and level of service would be adequate at the other two proposed driveways because the driveway movements would be restricted to right in/right out only.

Table 2
Outbound Delay at Driveways

	Peak Hour	Existing + Project Conditions*	
		Avg. Delay	LOS
North Driveway at Paseo Padre Parkway	AM	217	F
	PM	294	F
South Driveway at Paseo Padre Parkway	AM	16	C
	PM	12	B
Project Driveway at Mowry Avenue	AM	11	B
	PM	12	B

* Delays and LOS for outbound site movement

B) Queuing Storage Space (see Tables 3 and 4)

Adequate vehicle storage should be provided at the site driveways to insure that traffic would not block access to drive aisles and parking spaces, or spill onto the public street. Vehicle queues were estimated using a Poisson probability distribution. The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement.

Outbound queues could potentially pose a problem at the north driveway at Paseo Padre Parkway. The 95th percentile queue for the northern outbound driveway would extend past drive aisles and parking spaces. It may be possible to reduce the effects of the outbound queue if separate left and right turn lanes were striped on the driveway. This would double the amount of storage space available but would not provide the total amount of storage space needed. While long outbound queues could block access to one drive aisle and several parking spaces, this would not likely affect public street operations because inbound traffic could use an alternate route around the back of the Whole Foods building.

Table 3
Outbound Queue at Driveways

Measurement	Paseo Padre/ North Driveway Outbound Lane AM	Paseo Padre/ North Driveway Outbound Lane PM	Paseo Padre/ South Driveway Outbound Lane AM	Paseo Padre/ South Driveway Outbound Lane PM	Mowry Avenue/ Project Driveway Outbound Lane AM	Mowry Avenue/ Project Driveway Outbound Lane PM
Existing + Project						
Cycle/Delay ¹ (sec)	217	294	16	12	11	12
Volume (vph)	22	79	20	85	17	61
Avg. Queue (veh)	1.3	6.4	0.1	0.3	0.1	0.2
Avg. Queue ² (ft.)	33	161	2	7	1	5
95th %. Queue (veh)	3	11	1	1	1	1
95th %. Queue (ft.)	75	275	25	25	25	25
Storage (ft.)	30 ³	30 ³	40 ³	40 ³	30 ³	30 ³
Adequate (Y/N)	See Discussion	See Discussion	Y	Y	Y	Y

* Queue along Paseo Padre Parkway adjacent to the site
¹ Vehicle queue calculations based on cycle length for signalized intersections, and average delay at unsignalized intersections
² Assumes 25 feet per vehicle queued
³ Approximate available queuing storage between the public street and the first cross aisle or parking spaces onsite.

Table 4
Inbound Queue at Driveways

Measurement	Mowry/ Paseo Padre* SBT AM	Mowry/ Paseo Padre* SBT PM	N. Driveway/ Paseo Padre NBL AM	N. Driveway/ Paseo Padre NBL PM
Existing + Project				
Cycle/Delay ¹ (sec)	130	130	16	10
Volume (vph)	1448	738	28	74
Avg. Queue (veh)	52.3	26.7	0.1	0.2
Avg. Queue ² (ft.)	1307	666	3	5
95th %. Queue (veh)	64	35	1	1
95th %. Queue (ft.)	1600	875	25	25
Storage (ft.)	800/1,320 ³	800/1,320 ³	150	150
Adequate (Y/N)	See Discussion	See Discussion	Y	Y

* Queue along Paseo Padre Parkway adjacent to the site
¹ Vehicle queue calculations based on cycle length for signalized intersections, and average delay at unsignalized intersections
² Assumes 25 feet per vehicle queued
³ Available queuing storage between the intersection crosswalk and first project driveway on Paseo Padre Parkway 800 feet. Available queuing storage between the intersection crosswalk and the second project driveway on Paseo Padre Parkway is 1,320 feet.

In addition to the queues estimated through the Poisson probability distribution, the National Cooperative Highway Research Program (NCHRP) published a report on the need for right turn bays (to keep right turn vehicles from blocking through traffic). In evaluating the need for right turn bays, the report considers the right turn volume, the though volume, and the speed of traffic. The site driveways were evaluated for right turn bays based on the NCHRP methodology. According to NCHRP Report 457, the right turn traffic into the site at the driveway on Mowry Avenue would warrant a right turn bay (see attached appendix),

D) Blocked by Adjacent Street Queues (see Table 4)

Using the same Poisson probability distribution method for queuing storage space, an analysis was performed to determine if adjacent street queues would block any of the site driveways. The Mowry Avenue and Paseo Padre Parkway intersection may have southbound queues that could extend past the northern and southern site driveways. However, the southern driveway is a right in/right out only, and drivers should be able to enter the traffic flow during the green phase on Paseo Padre Parkway. If a queue

extends past the northern driveway, motorists on Paseo Padre Parkway would need to leave gaps for drivers exiting the driveway. During the AM and PM peak hour field observations, the southbound queue on Paseo Padre Parkway extended past the northern driveway only twice. During the 4 hour observation period, the driveway was blocked for less than 1 minute of total time. While the proposed condition is not ideal, in urban areas, it is relatively common to have driveways blocked by adjacent street queues.

K) Bus Stop on Frontage

There are two bus stops on the site frontage. One is located on Paseo Padre Parkway near the Mowry Avenue intersection. The stop is only marked by a sign. The City of Fremont and/or AC Transit may require additional bus stop amenities such as a bench, shelter, or bus turnout. The other bus stop location is on Mowry Avenue and has a bus shelter and bus pad. The existing bus stop on Mowry Avenue is located within the proposed new project driveway on Mowry Avenue. The existing bus shelter or new project driveway may need to be relocated to ensure there is adequate clearance between the bus loading area and the new project driveway. In addition, the project applicant should coordinate with the City of Fremont and AC Transit to ensure the bus stop locations and design meet current requirements.

2. Site Circulation

B) Onsite Intersection Geometry

The first onsite intersection to the west of the southern driveway on Paseo Padre shows a 15-foot offset between the north and south drive aisles. On site drive aisles at intersections generally should line up at the centerlines to facilitate through and left turn vehicle movements. The proposed offset presents an additional challenge for drivers who are attempting to cross one of the site's primary drive aisles. While the proposed design is not ideal, it would most likely function adequately because of the relatively low traffic volume at the southern driveway (about 1 vehicle every 30 seconds during the PM peak hour).

G) Parking Stall Dimensions

The required parking stall dimensions are provided in section 8-22009 of the City of Fremont Municipal Code. According to the code, the dimensions for a standard 90° parking space should be 9' X 19' and a compact space should be 8' X 16'. The length can be shortened by 2' if a landscape planter provides a 2' overhang. According to the site plan, the standard spaces are 9' X 18' or 9' X 16' and compact spaces are 8' X 14'. The compact spaces are located on the perimeter of the site where a planter overhang can be provided. The site plan also includes parallel spaces that are shown to be 22' long, whereas the code requirement is 22.5' long. It is Hexagon's opinion that 22' long parallel parking stalls are adequate. However, the site plan could be modified with slight adjustments to the dimensions of the parking stalls which would make it in compliance with the municipal code.

Drive aisle widths were checked against industry standard recommendations. The publication *Dimensions of Parking, Fourth Edition* states that, for 90 degree parking, drive aisles should be a minimum of 24' wide with 18' long parking stalls (60' module). When the 2' overhang is considered, the site generally meets this criterion except at the north/south drive aisle parallel with Paseo Padre Parkway adjacent to the Whole Foods building. At this location, the parking spaces are 14' long x 8' wide, and the drive aisle is 26' wide (58' module when overhang is considered). As a result, this drive aisle may feel narrow and additional parking maneuvers may be necessary for drivers to align themselves in the stalls. However, the publication *Parking* by Weant and Levinson states that for small cars, parking modules 51' wide with drive aisle widths as narrow as 20' could be acceptable.

J) Bike Storage/Safety

The City has a concept plan to provide a bike lane on Paseo Padre Parkway along the project frontage. The proposed project appears to accommodate this concept plan. The site plan does not show amenities for bicyclists such as a storage rack. Bicycle racks should be incorporated into the site plan.

3. On-site Recommendations

The proposed site plan shows all the access driveways have either an intersecting drive aisle or parking stalls near the entrances. These drive aisles or parking stalls may cause congestion or delay for vehicles entering the site due to (1) vehicle turning movements occurring near the entrances or (2) vehicles backing out of parking stalls. City staff have stated that it would be highly desirable, to the greatest extent possible, to increase the throat depths at the project driveways. Staff have stated that a design similar to the driveways at the Target Store on Walnut Avenue, near Fremont Boulevard, is preferred. Longer driveway throats would move the on-site turning movement conflicts away from the driveway entrance, thus improving safety and circulation.

4. Site Access Alternatives

As previously described, the outbound left turn at the northern project driveway would experience long delays and queues. To improve operations at this location, three options were evaluated (See Table 5 for comparison).

Option 1: Modify the Paseo Padre Parkway/North Driveway intersection to install a median left turn channelization island on Paseo Padre Parkway for the opposing northbound and southbound left-turn lanes (See Figure 2).

The center raised island would permit opposing left turn inbound movements to the project driveway and the opposite driveway, but would restrict outbound left turn movement from the project driveway and the opposite driveway at the Kindercare site to outbound right turn only. Under this configuration, 14 AM peak hour and 52 PM peak hour outbound left turns at the northern project driveway destined for northbound Paseo Padre Parkway would instead make right turns out of the northern project driveway and a u-turn at Paseo Padre Parkway and Mowry Avenue. Although this additional u-turn traffic volume would not degrade the level of service at Paseo Padre Parkway/Mowry Avenue to unacceptable levels, the additional right turn traffic would contribute to the long queues that presently occur southbound on Paseo Padre Parkway. Under this configuration, the 95th percentile southbound left turn queue at Paseo Padre Parkway under existing plus project conditions would be 500 feet during the AM peak hour and 375 feet during the PM peak hour. The existing storage in the turn pocket is 485 feet.

Additional traffic diversion would occur for existing traffic at the Kindercare site across from the project driveway. Under the Option 1 configuration, 23 AM peak hour and 12 PM peak hour existing outbound left turns at the Kindercare site destined for southbound Paseo Padre Parkway would instead make right turns out of the Kindercare site and a u-turn at Paseo Padre Parkway and Country Drive. The existing northbound left turn pocket on Paseo Padre Parkway at Country Drive is approximately 185 feet long and the existing AM and PM peak hour traffic volumes in the turn pocket are only 41 and 25 vehicles, respectively. For this reason, vehicle queues would not present a problem at this location. However, if left turns are prohibited out of the Kindercare site, it is possible that some of them may divert through a private drive aisle on the property to the south of the Kindercare site to make a u-turn at the left turn pocket that would serve the north project driveway. It is unknown whether there is a shared access agreement from these two properties. It may be possible to discourage this movement by installing a "no u-turn" sign at the north driveway, but this may result in some Kindercare traffic using the Whole Foods site to circle back to access southbound Paseo Padre Parkway.

The advantages of this alternative are: (1) all outbound movements from the project site would be right turns; and (2) traffic inbound and outbound to/from the project site would only need to locate gaps in traffic southbound on Paseo Padre Parkway, which would reduce the delays and queues exiting the site.

The disadvantages of this alternative are: (1) it would create traffic diversion to the intersection of Paseo Padre Parkway/Mowry Avenue, which is congested; (2) queue imbalances in the two lanes adjacent to the site southbound on Paseo Padre Parkway could still inhibit sight distance for left turns at the project driveway during peak hours (although the probability of sight distance problems would be reduced because the number of total left turns at the driveway would be reduced); and (3) outbound left turn access would be removed for the Kindercare site with possible impacts to adjacent properties.

Option 2: Install a new traffic signal system at the Paseo Padre Parkway/North project driveway intersection in order to retain full access and improve safety (See Figure 3).

With the addition of a traffic signal, this intersection would improve from LOS F (217 seconds of delay) without traffic signals to LOS B (12 seconds of delay) with traffic signals during the AM peak hour, and from LOS F (294 seconds of delay) without traffic signals to LOS B (11 seconds of delay) during the PM peak hour under existing plus project conditions. For comparison purposes, the outbound driveway delay under its present configuration without a traffic signal would be approximately 294 seconds. With a traffic signal, breaks would be created for traffic at the project driveway more frequently. As a result, onsite 95th percentile PM peak hour queues would be reduced from 11 vehicles under the present configuration to 3 or 4 vehicles (depending on the coordinated signal cycle length).

The advantages of this alternative are: (1) all outbound movements from the project site would be permitted; (2) there would be no traffic diversion to nearby intersections; (3) traffic delays would be lower for both onsite traffic and traffic in the Paseo Padre Parkway corridor; and (4) all left turn movements would be controlled, which improves intersection safety and eliminates sight distance issues.

The disadvantages of this alternative are: (1) the installation cost of a traffic signal; and (2) the annual maintenance cost of a traffic signal.

In order to mitigate congestion and improve safety at this driveway, Option 2 is recommended for implementation with this project. In order to improve traffic signal efficiency and allow for the maximum possible green time on Paseo Padre Parkway, it is recommended that the northern project driveway provide at least one 14 foot inbound lane, one 10 foot shared through-left lane, and one 12 foot right turn lane. In addition, because this traffic signal would be located within 600 feet of the Paseo Padre Parkway/Mowry Avenue intersection and within 700 feet of the Paseo Padre Parkway/Country Drive intersection, the traffic signal would need to be interconnected and coordinated with the adjacent signalized intersections.

Option 3: Convert existing southbound left turn lane to a vehicle refuge and acceleration lane for left turn traffic going northbound from the project driveway (See Figure 4).

Under this configuration, uncontrolled right and left turns would be allowed out of the project site, but no left turns would be allowed in or out of the Kindercare site across the street. Under this configuration, 33 AM peak hour and 15 PM peak hour inbound left turns to the Kindercare site from Paseo Padre Parkway would instead make u-turns at Paseo Padre Parkway and Mowry Avenue to access the Kindercare site. Although this additional u-turn traffic volume would not degrade the level of service at Paseo Padre Parkway/Mowry Avenue to unacceptable levels, the additional right turn traffic would contribute to the long queues that presently occur southbound on Paseo Padre Parkway.

Under this configuration, the 95th percentile southbound left turn queue at Paseo Padre Parkway under existing plus project conditions would be 500 feet during the AM peak hour and 325 feet during the PM peak hour. The existing storage in the turn pocket is 485 feet. Additional traffic diversion would occur for outbound left turns out of the Kindercare site. Under the Option 3 configuration, 23 AM peak hour and 12 PM peak hour existing outbound left turns at the Kindercare site destined for southbound Paseo Padre Parkway would instead make right turns out of the Kindercare site and a u-turn at Paseo Padre Parkway and Country Drive. As previously stated, the vehicle queues in the northbound left turn pocket at Paseo Padre Parkway/Country Drive would not present a problem at this location. However, the same potential adjacent property impacts identified under Option 1 would occur under Option 3.

The advantages of this alternative are: (1) all inbound and outbound movements would be allowed from the project site; (2) delays and queues for left turn movements out of the project site would be reduced because vehicles could use the center refuge lane rather than waiting for simultaneous gaps in northbound and southbound traffic on Paseo Padre Parkway; and (3) Option 3 would cause slightly less overall peak hour traffic diversion than Option 1.

The disadvantages of this alternative are: (1) Option 3 would create traffic diversion to the intersection of Paseo Padre Parkway/Mowry Avenue, which is congested; (2) Option 3 would not reduce the probability of accidents due to queue imbalances in the two lanes adjacent to the project site, which inhibits sight distance; and (3) all left turn access would be removed for the Kindercare site with possible impacts to adjacent properties.

Conclusion: Option 2 (traffic signal) would be the most preferable of the three options because it would: (1) be the most efficient; (2) not cause any traffic diversion; (3) not restrict access to Kindercare; and (4) mitigate all sight distance/safety issues. Option 1 would be more preferable than Option 3. Although both options would reduce onsite delays relative the existing plan and both options would create traffic diversion, Option 3 would result in more left turns across southbound Paseo Padre Parkway. There is a concern that, during peak hours, southbound queues on Paseo Padre Parkway from Mowry Avenue back up past the north driveway location. Under existing conditions, this already occurs occasionally during peak hours. In the future, traffic volumes will continue to increase on Paseo Padre Parkway, making blockage of the driveway more common. Blockage of the driveway is a problem for left turns because lane imbalances in the queues (i.e. more vehicles queued in the one lane versus another) will block the sight distance for a turning vehicle. This is a primary cause of accidents at these types of intersections. A lower number of uncontrolled left turns across the location will result in a lower probability of accidents.

Table 5
Site Access Alternatives Comparison

Option	Traffic Diversion to Mowry/Paseo Padre	Traffic Diversion to Paseo Padre/Country	Onsite North Driveway Operations	Impacts to Kindercare Site	Safety	Cost
Option 1 - Prohibit Left Turns Out of Project Site	14 AM Peak hour trips and 52 PM peak hour trips.	23 AM Peak hour trips and 12 PM peak hour trips.	Lowers delays and queues onsite relative to current plan	Prohibits outbound left turns. Possible traffic diversion to property south of Kindercare.	2nd best - Reduces number of uncontrolled left turns across Paseo Padre.	Lowest cost out of three
Option 2 - Install Traffic Signal at North Driveway. Traffic Signal to be coordinated with adjacent signalized intersections.	None	None	Lowest delay and queues of all three alternatives	Improves access for Kindercare	Best - All movements controlled by traffic signal indications	Highest cost out of the three, plus traffic signal must be maintained.
Option 3 - Install Median Shelter Lane for Project Outbound Left Turns	33 AM Peak hour trips and 15 PM peak hour trips.	23 AM Peak hour trips and 12 PM peak hour trips.	Lowers delays and queues onsite relative to current plan	Prohibits outbound left turns and inbound left turns. Possible traffic diversion to property south of Kindercare.	3rd best, same number of uncontrolled left turns across Paseo Padre as current plan, but shelter lane makes it easier to exit site relative to current plan.	Second highest cost out of the three

Whole Foods Site Access and Circulation Review

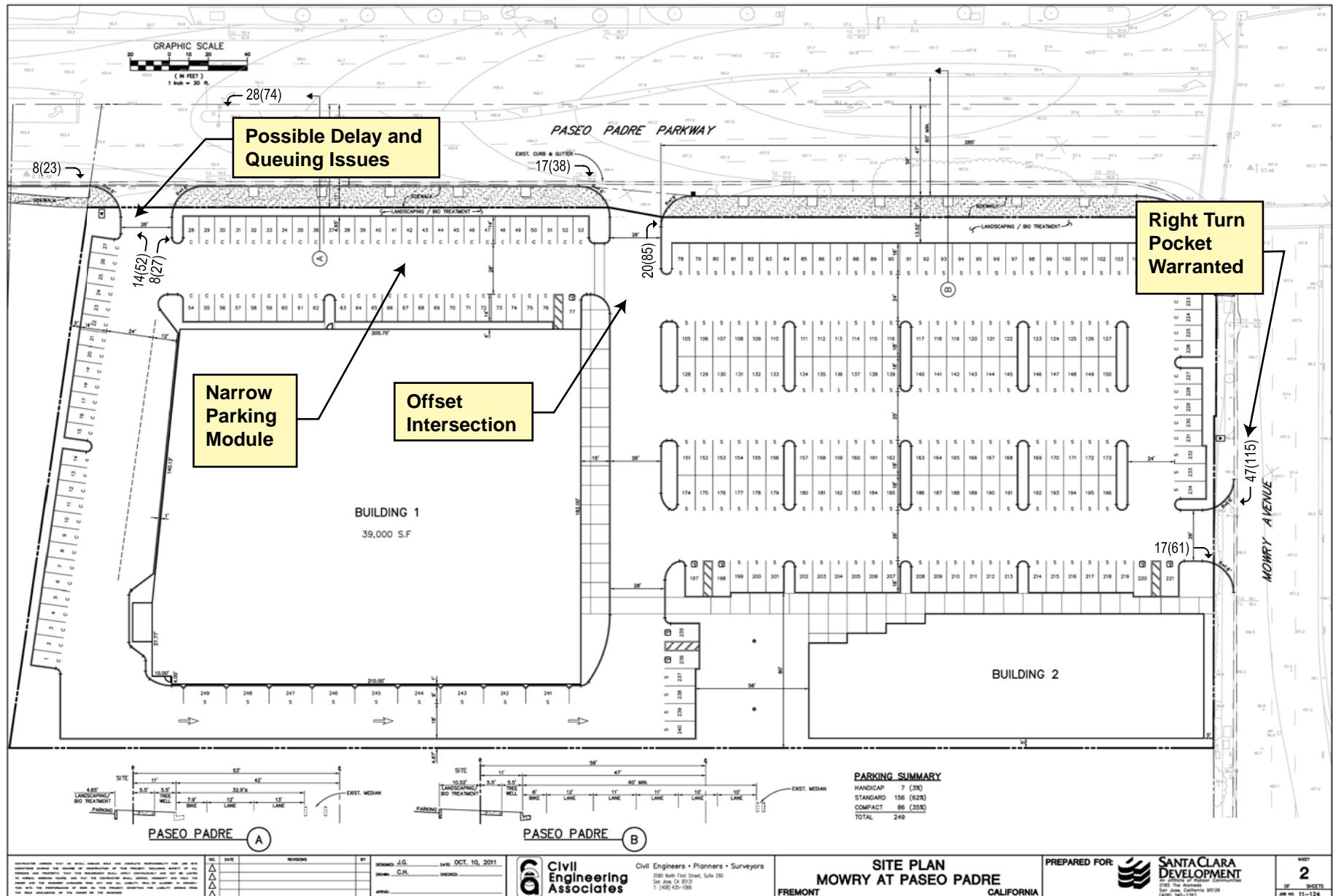


Figure 1
Site Plan and Turning Movements at Site Driveways

Figure 2: No Outbound Left Turns

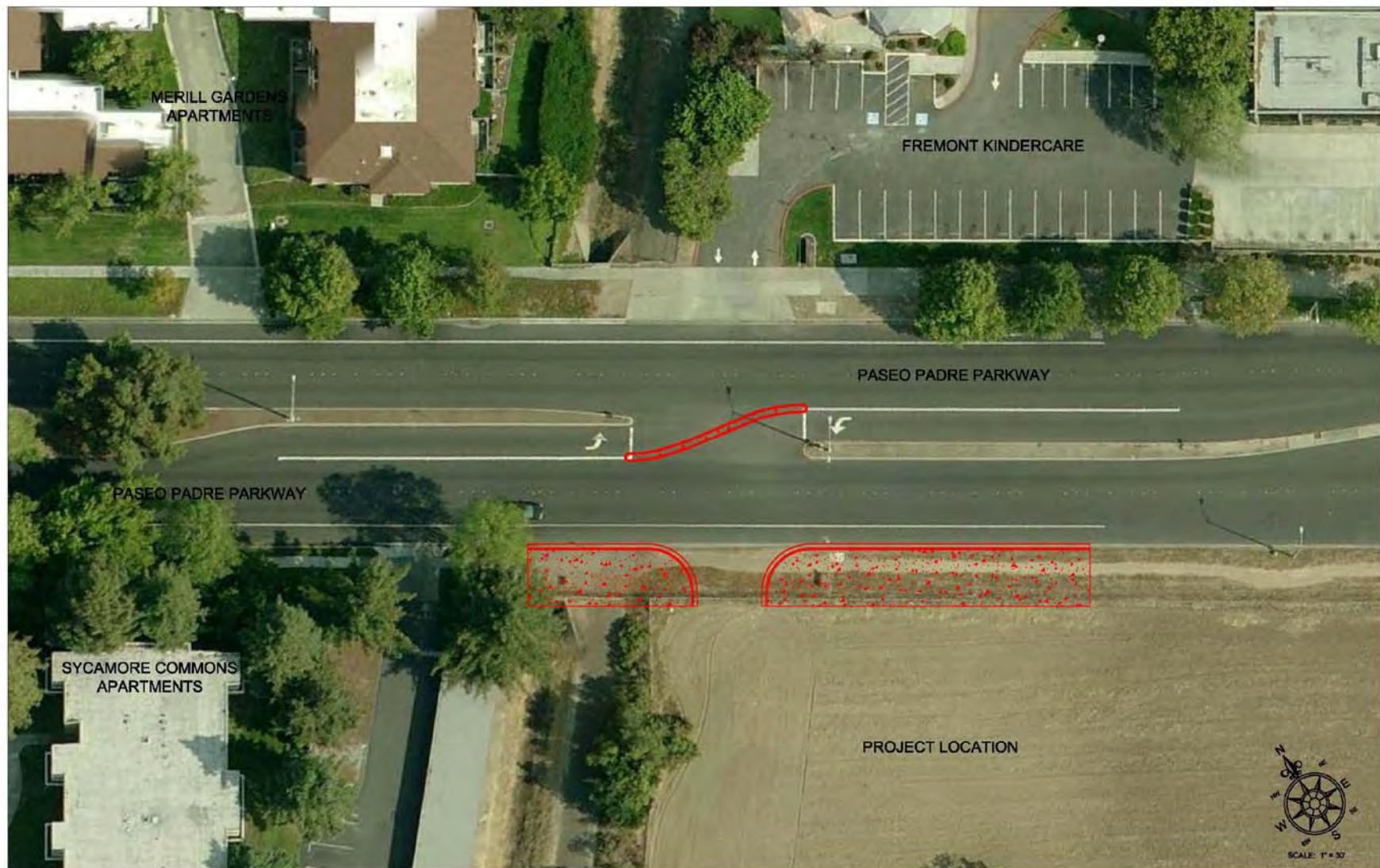


Figure 3: Traffic Signal

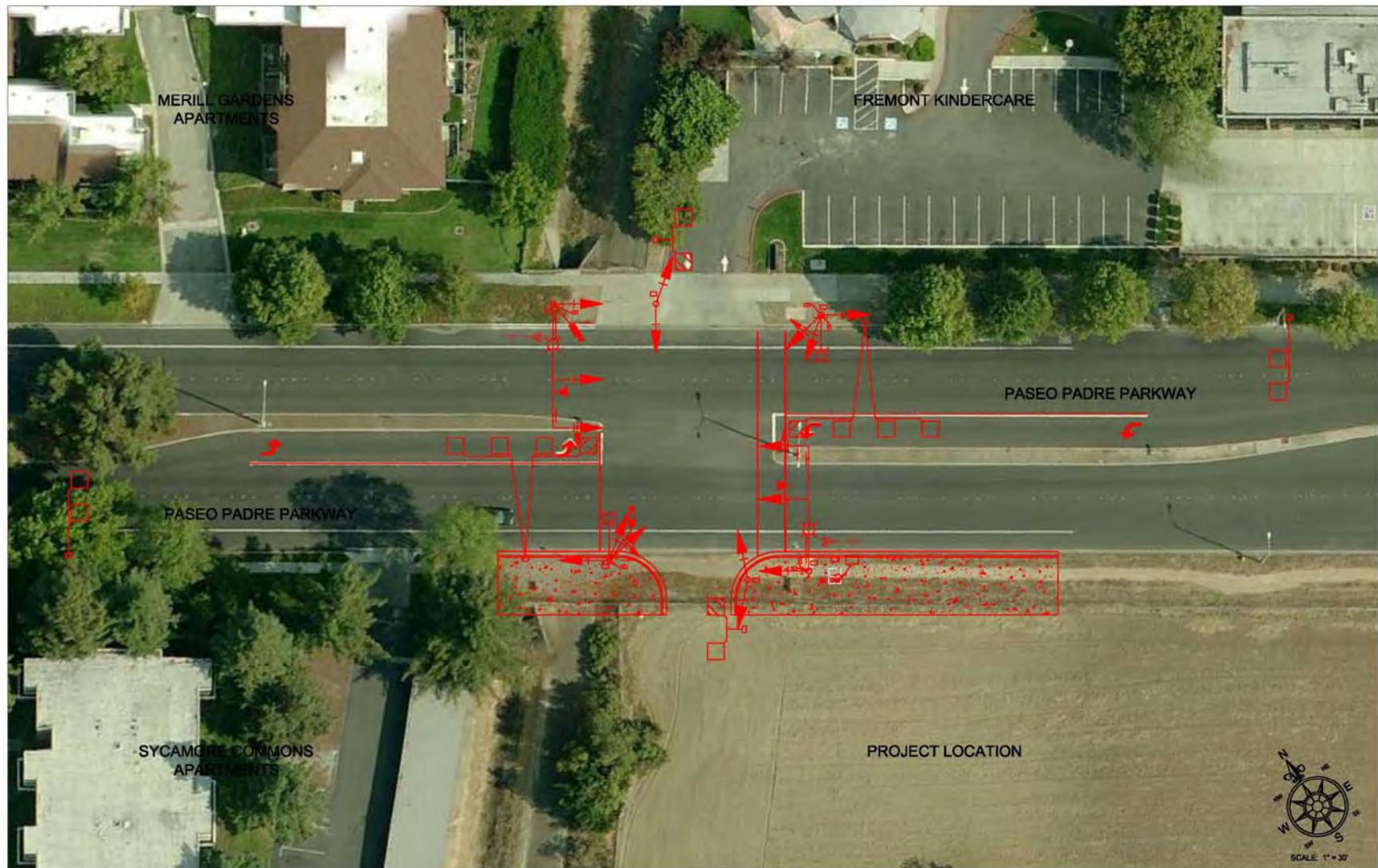
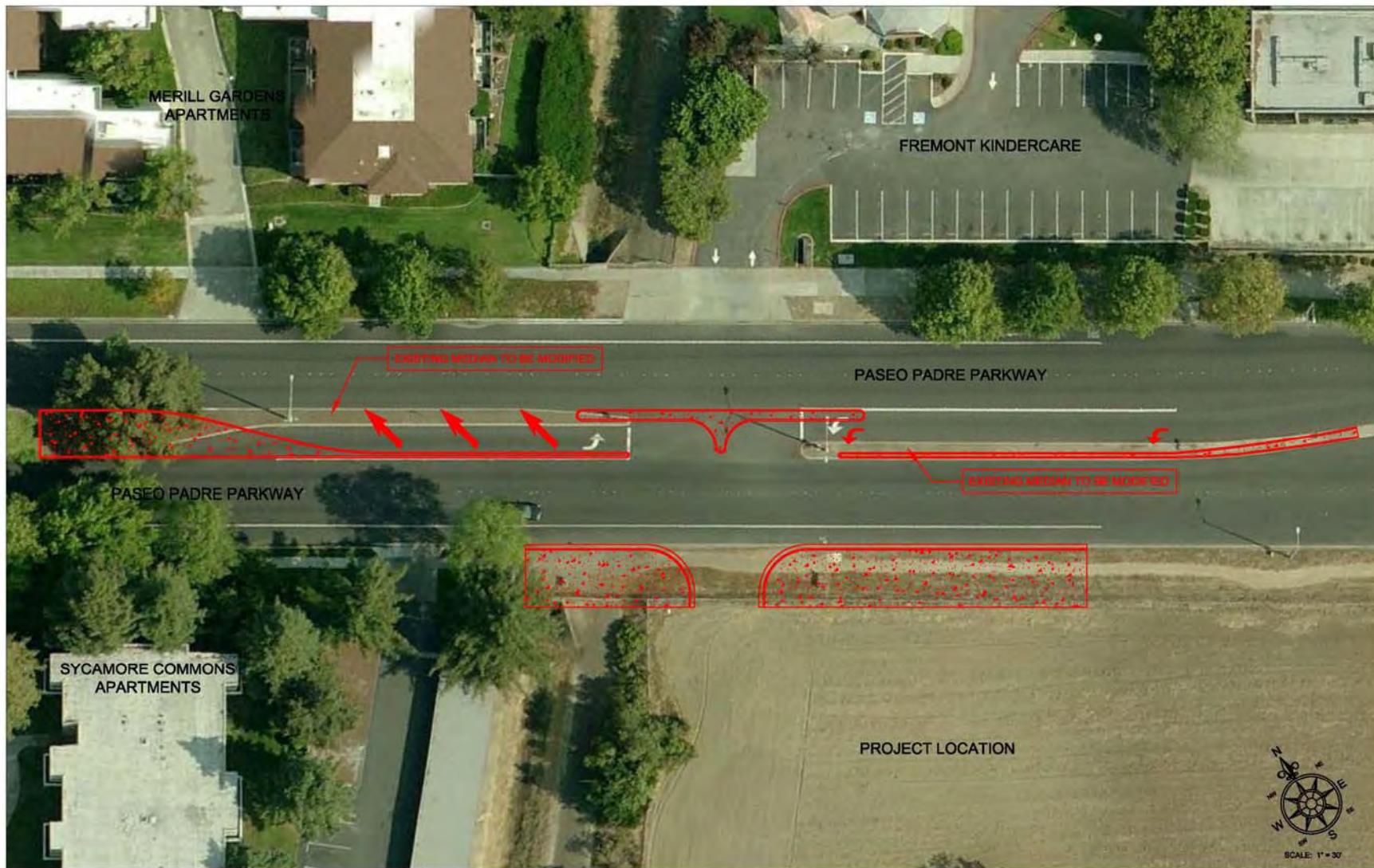


Figure 4: Left Turn Shelter Lane

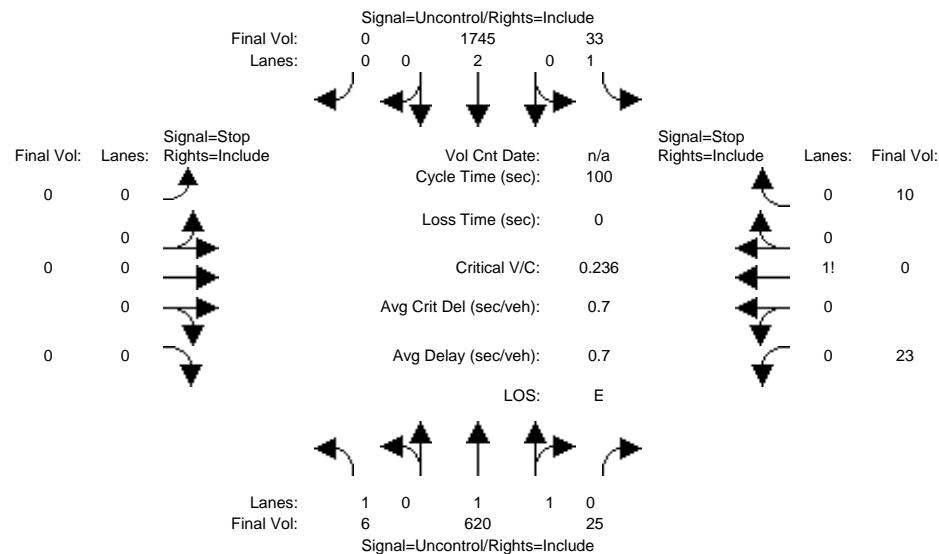


Appendix

Whole Foods

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #8: Paseo Padre Pkwy and North Dwy



Street Name:	Paseo Padre Pkwy				North Dwy			
	Approach: North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Volume Module:								
Base Vol:	6	620	25	33	1745	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	620	25	33	1745	0	0	0
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	6	620	25	33	1745	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	620	25	33	1745	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0
FinalVolume:	6	620	25	33	1745	0	0	0
Critical Gap Module:								
Critical Gp:	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	6.8
FollowUpTim:	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	3.5
Capacity Module:								
Cnflict Vol:	1745	xxxxx	xxxxx	645	xxxxx	xxxxx	xxxxx	1583
Potent Cap.:	365	xxxxx	xxxxx	950	xxxxx	xxxxx	xxxxx	2456
Move Cap.:	365	xxxxx	xxxxx	950	xxxxx	xxxxx	xxxxx	323
Volume/Cap:	0.02	xxxxx	xxxxx	0.03	xxxxx	xxxxx	xxxxx	679
Level Of Service Module:								
2Way95thQ:	0.1	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxxx	101
Control Del:	15.0	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxxx	31
LOS by Move:	C	*	*	A	*	*	*	6.9
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	132
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.9
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	41.3
Shared LOS:	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx	41.3
ApproachLOS:	*		*		*		*	E

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

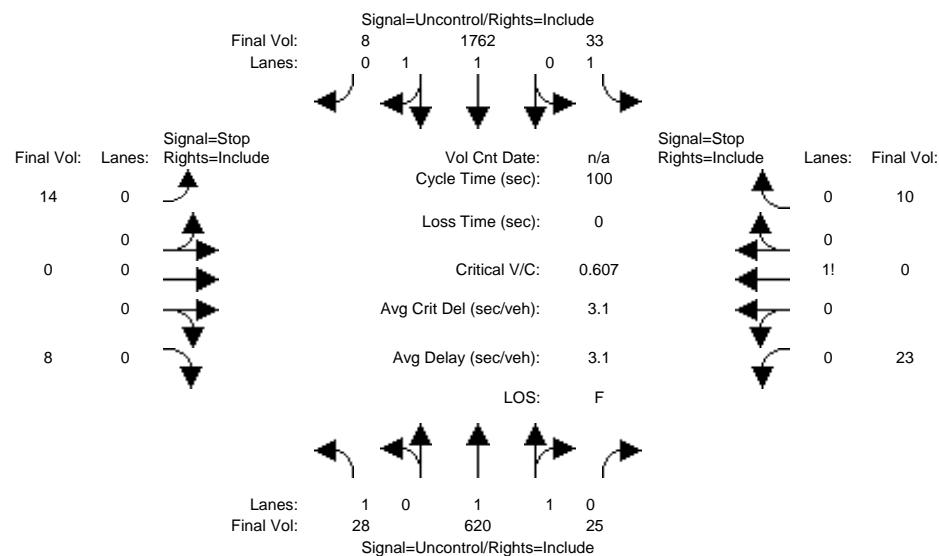
Intersection #8 Paseo Padre Pkwy and North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Whole Foods

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exist + Proj AM

Intersection #8: Paseo Padre Pkwy and North Dwy



Street Name: Paseo Padre Pkwy North Dwy															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
<hr/>															
Volume Module:	28	620	25	33	1762	8	14	0	8	23	0	10			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	28	620	25	33	1762	8	14	0	8	23	0	10			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	28	620	25	33	1762	8	14	0	8	23	0	10			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	28	620	25	33	1762	8	14	0	8	23	0	10			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	28	620	25	33	1762	8	14	0	8	23	0	10			
<hr/>															
Critical Gap Module:	<hr/>														
Critical Gp:	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9			
FollowUpTim:	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3			
<hr/>															
Capacity Module:	<hr/>														
Cnflict Vol:	1770	xxxxx	xxxxx	645	xxxxx	xxxxx	2198	2533	885	1636	2525	323			
Potent Cap.:	357	xxxxx	xxxxx	950	xxxxx	xxxxx	26	28	292	68	28	679			
Move Cap.:	357	xxxxx	xxxxx	950	xxxxx	xxxxx	23	25	292	61	25	679			
Volume/Cap:	0.08	xxxxx	xxxxx	0.03	xxxxx	xxxxx	0.61	0.00	0.03	0.38	0.00	0.01			
<hr/>															
Level Of Service Module:	<hr/>														
2Way95thQ:	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx			
Control Del:	15.9	xxxxx	xxxxx	8.9	xxxxx	xxxxx	35	xxxxx	xxxxx	84	xxxxx	xxxxx			
LOS by Move:	C	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx			
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	1.6	xxxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	217	xxxxx	xxxxx	73.6	xxxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	F	*	*	F	*	*			
ApproachDel:	xxxxxx			xxxxxx			217.3			73.6					
ApproachLOS:	*			*			F			F					

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

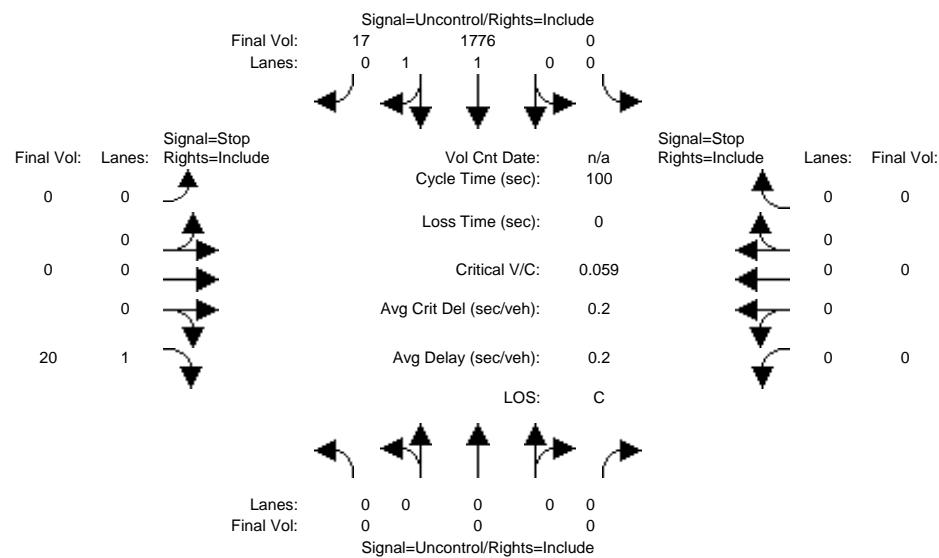
Intersection #8 Paseo Padre Pkwy and North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Whole Foods

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exist + Proj AM

Intersection #9: Paseo Padre Pkwy and South Dwy



Street Name:	Paseo Padre Pkwy	South Dwy		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Volume Module:

Base Vol:	0 0 0 0 1776 17 0 0 20 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 0 0 1776 17 0 0 20 0 0 0
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:	0 0 0 0 1776 17 0 0 20 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 0 0 0 1776 17 0 0 20 0 0 0
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 0 0 0 1776 17 0 0 20 0 0 0

Critical Gap Module:

Critical Gp:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.2 xxxx xxxx xxxx
FollowUpTim:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.3 xxxx xxxx xxxx

Capacity Module:

Cnflict Vol:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 897 xxxx xxxx xxxx
Potent Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx 342 xxxx xxxx xxxx
Move Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx 342 xxxx xxxx xxxx
Volume/Cap:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.06 xxxx xxxx xxxx

Level Of Service Module:

2Way95thQ:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.2 xxxx xxxx xxxx
Control Del:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx 16.2 xxxx xxxx xxxx
LOS by Move:	* * * * * * * * * * C * * *
Movement:	LT - LTR - RT
Shared Cap.:	xxxx
SharedQueue:	xxxxxx xxxx
Shrd ConDel:	xxxxxx xxxx
Shared LOS:	* * * * * * * * * * * * * * * *
ApproachDel:	xxxxxx xxxxxxxx 16.2 xxxxxxxx
ApproachLOS:	* * C * *

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

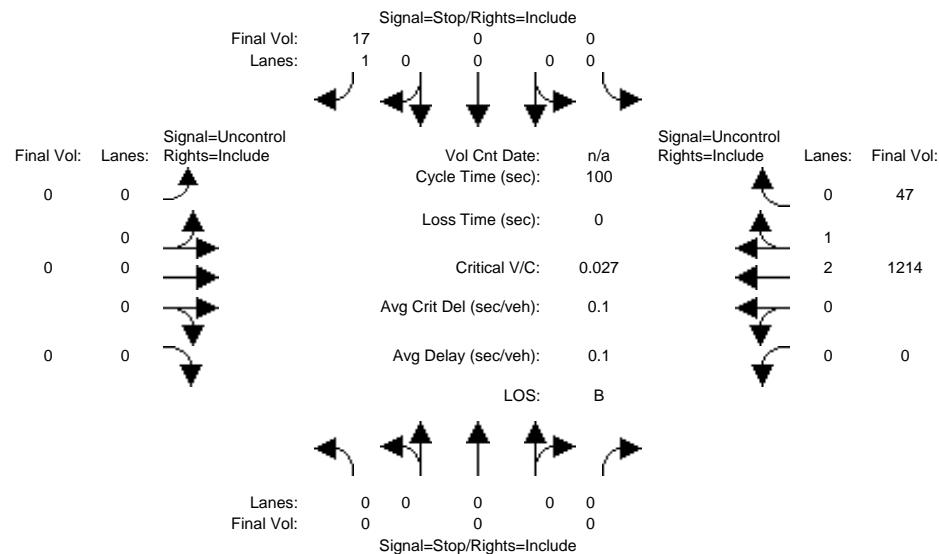
Intersection #9 Paseo Padre Pkwy and South Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Whole Foods

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exist + Proj AM

Intersection #10: Project Dwy and Mowry Ave



Street Name:	Project Dwy				Mowry Ave										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Volume Module:

Base Vol:	0	0	0	0	0	17	0	0	0	0	1214	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	17	0	0	0	0	1214	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	17	0	0	0	0	1214	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	17	0	0	0	0	1214	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	17	0	0	0	0	1214	47

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	428	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	631	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	631	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.9	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx		
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx		
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx					10.9	xxxxxx				xxxxxx				
ApproachLOS:	*					B	*				*				

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

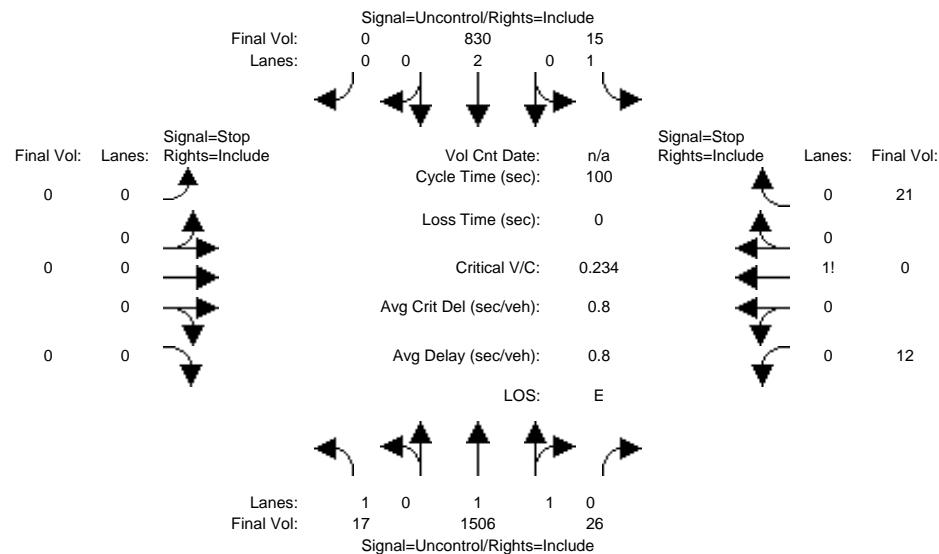
Intersection #10 Project Dwy and Mowry Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

Whole Foods

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #8: Paseo Padre Pkwy and North Dwy



Street Name:		Paseo Padre Pkwy				North Dwy			
Approach:		North Bound	South Bound	East Bound	West Bound				
Movement:		L - T - R	L - T - R	L - T - R	L - T - R				
Volume Module:		17 1506	26	15 830	0	0	0	0	12 0 21
Base Vol:		17 1506	26	15 830	0	0	0	0	12 0 21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
Initial Bse:	17 1506	26	15 830	0	0	0	0	0	12 0 21
Added Vol:	0	0	0	0	0	0	0	0	0 0 0
PasserByVol:	0	0	0	0	0	0	0	0	0 0 0
Initial Fut:	17 1506	26	15 830	0	0	0	0	0	12 0 21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Volume:	17 1506	26	15 830	0	0	0	0	0	12 0 21
Reduct Vol:	0	0	0	0	0	0	0	0	0 0 0
FinalVolume:	17 1506	26	15 830	0	0	0	0	0	12 0 21
Critical Gap Module:									
Critical Gp:	4.1 xxxx xxxx	4.1 xxxx xxxx	xxxx xxxx xxxx xxxx	xxxx xxxx	6.8	6.5	6.9		
FollowUpTim:	2.2 xxxx xxxx	2.2 xxxx xxxx	xxxx xxxx xxxx xxxx	xxxx xxxx	3.5	4.0	3.3		
Capacity Module:									
Cnflict Vol:	830 xxxx xxxx	1532 xxxx xxxx	xxxx xxxx xxxx	1998 2413	766				
Potent Cap.:	811 xxxx xxxx	440 xxxx xxxx	xxxx xxxx xxxx	54 33	350				
Move Cap.:	811 xxxx xxxx	440 xxxx xxxx	xxxx xxxx xxxx	51 31	350				
Volume/Cap:	0.02 xxxx xxxx	0.03 xxxx xxxx	xxxx xxxx xxxx	0.23 0.00	0.06				
Level Of Service Module:									
2Way95thQ:	0.1 xxxx xxxx	0.1 xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx				
Control Del:	9.5 xxxx xxxx	13.5 xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx				
LOS by Move:	A *	*	B *	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT					
Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	112 xxxx				
SharedQueue:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	1.1 xxxx				
Shrd ConDel:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	49.9 xxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	49.9				
ApproachLOS:	*	*	*	*	*	*	*	*	E *

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

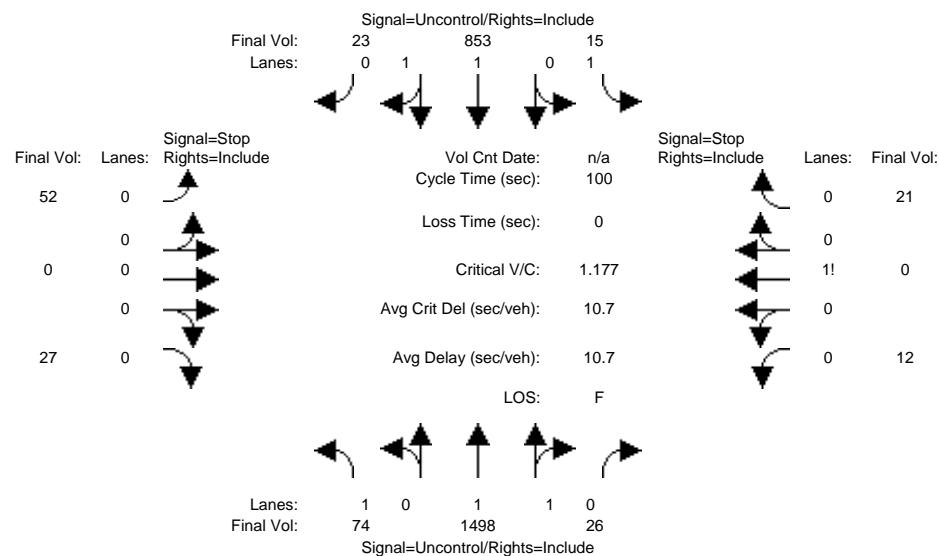
Intersection #8 Paseo Padre Pkwy and North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Whole Foods

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exist + Proj PM

Intersection #8: Paseo Padre Pkwy and North Dwy



Street Name: Paseo Padre Pkwy North Dwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	59	1506	26	15	861	15	45	0	20	12	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1506	26	15	861	15	45	0	20	12	0	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	15	-8	0	0	-8	8	7	0	7	0	0	0
Initial Fut:	74	1498	26	15	853	23	52	0	27	12	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1498	26	15	853	23	52	0	27	12	0	21
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	74	1498	26	15	853	23	52	0	27	12	0	21

Critical Gap Module:

Critical Gp:	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	876	xxxxx	xxxxx	1524	xxxxx	xxxxx	1792	2567	438	2116	2565	762
Potent Cap.:	779	xxxxx	xxxxx	443	xxxxx	xxxxx	52	26	572	30	27	352
Move Cap.:	779	xxxxx	xxxxx	443	xxxxx	xxxxx	44	23	572	25	23	352
Volume/Cap:	0.09	xxxxx	xxxxx	0.03	xxxxx	xxxxx	1.18	0.00	0.05	0.47	0.00	0.06

Level Of Service Module:

2Way95thQ:	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx
Control Del:	10.1	xxxxx	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	65	xxxxx	xxxxx	62	xxxxx	xxxxx
SharedQueue:	xxxxx	2.1	xxxxx	xxxxx								
Shrd ConDel:	xxxxx	115	xxxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx		xxxxxx				293.6			115.5		
ApproachLOS:	*		*				F			F		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

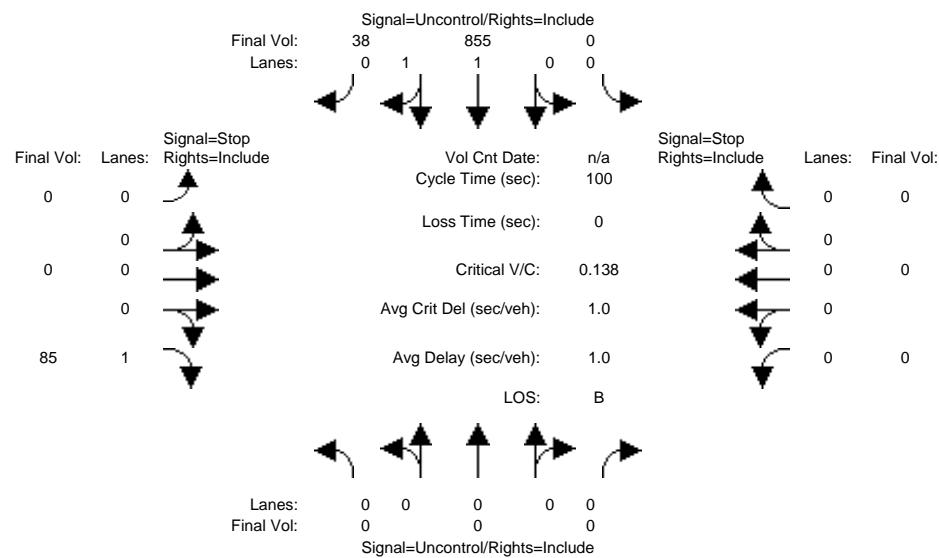
Intersection #8 Paseo Padre Pkwy and North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Whole Foods

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exist + Proj PM

Intersection #9: Paseo Padre Pkwy and South Dwy



Street Name:	Paseo Padre Pkwy	South Dwy		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Volume Module:

Base Vol:	0	0	0	0	862	31	0	0	57	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	862	31	0	0	57	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	-7	7	0	0	28	0	0	0
Initial Fut:	0	0	0	0	855	38	0	0	85	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	855	38	0	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	855	38	0	0	85	0	0	0

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	447	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	616	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	616	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	xxxx	0.14	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0.5	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	11.8	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT										
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx					11.8	xxxxxx		
ApproachLOS:	*		*					B		*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

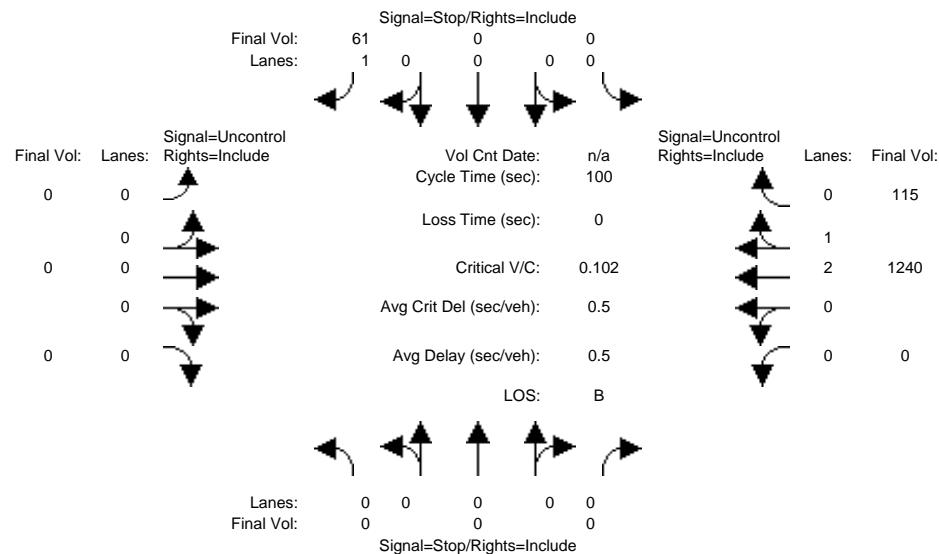
Intersection #9 Paseo Padre Pkwy and South Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Whole Foods

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exist + Proj PM

Intersection #10: Project Dwy and Mowry Ave



Street Name:	Project Dwy				Mowry Ave										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Volume Module:

Base Vol:	0	0	0	0	0	47	0	0	0	0	1254	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	47	0	0	0	0	1254	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	14	0	0	0	0	-14	28
Initial Fut:	0	0	0	0	0	61	0	0	0	0	1240	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	61	0	0	0	0	1240	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	61	0	0	0	0	1240	115

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	471	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	597	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	597	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	11.7	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx		
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx		
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx					11.7	xxxxxx				xxxxxx				
ApproachLOS:	*					B	*				*				

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #10 Project Dwy and Mowry Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

cantly improve operations and safety at the intersection. A right-turn bay effectively separates those vehicles that are slowing or stopped to turn from those vehicles in the through traffic lanes. This separation minimizes turn-related collisions (e.g., angle, rear-end, and same-direction-sideswipe) and eliminates unnecessary delay to through vehicles.

One disadvantage of adding a bay to the major-road approach is that it may require reallocating the existing pavement or widening of the approach cross section. Sometimes the pavement width needed for the additional lane is available within the existing roadway cross section. However, in downtown settings this reallocation may require the removal of some curb parking stalls and can affect adjacent business significantly. Occasionally, the cross section must be widened to provide for the turn bay. If the needed width can be provided within the available right-of-way, the cost may be limited to that of construction. However, if additional right-of-way is needed, the costs of acquiring this property in urban settings can be high.

Guidance. Hasan and Stokes (22) developed guidelines for determining when to provide a right-turn bay on the major road of a two-way stop-controlled intersection. These guidelines were based on an evaluation of the operating and collision costs associated with the right-turn maneuver relative to the cost of constructing a right-turn bay. The operating costs included those of road-user fuel and delay. Separate guidelines were developed for two-lane and four-lane roadways. These guidelines are shown in Figure 2-6.

Application. The guidance described in the preceding section defines conditions that may justify the provision of a right-turn bay. Application of this guidance requires two types of data:

1. Major-road turn movement volume for the peak hour of the average day and
2. Major-road 85th percentile speed (posted speed can be substituted if data are unavailable).

Figure 2-6 should be consulted once for each major-road approach. If the combination of major-road approach volume and right-turn volume intersects above or to the right of the trend line corresponding to the major-road operating speed, then a right-turn bay is a viable alternative.

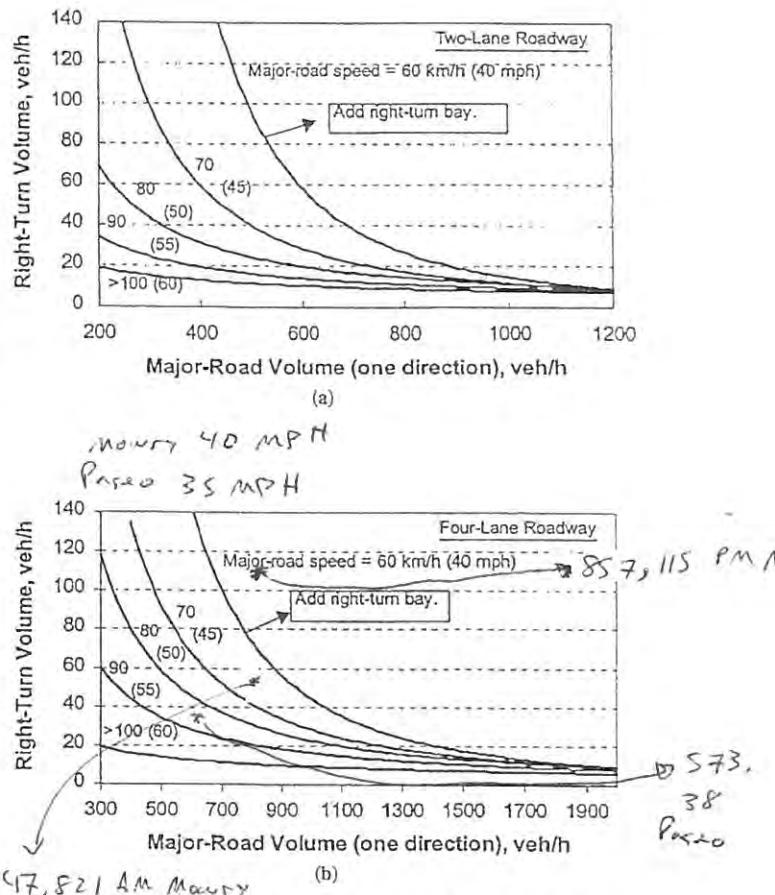


Figure 2-6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Increase Length of Turn Bay

Introduction. Turn bay length can affect the safety and operation of the intersection approach significantly. This effect becomes more negative as the frequency with which vehicles exceed the available storage increases. Also, for unstopped approaches, this effect becomes more negative as more of the turning vehicle's deceleration occurs in the through lane, prior to the bay. The need to provide adequate storage length, deceleration length, or both is dependent on the type of approach control used and whether the vehicle is turning left or right. Table 2-13 identifies the appropriate bay

TABLE 2-13 Turn-bay length components at unsignalized intersections

Approach Control	Length Components	
	Left-Turn Bay	Right-Turn Bay
Unstoppable	Storage Length + Deceleration Length	Deceleration Length
Stopped	Storage Length	Storage Length

AM Peak-Hour Volume Count Worksheet

AUTO-CENSUS

Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 11/15/11

Counter: Patti and Ron

Intersection Name: Paseo Padre and Mowry

Weather: Clear Fremont

Mowry

Start Time	Paseo Padre						Mowry					
	North Approach			East Approach			South Approach			West Approach		
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	21	142	42	205	27	97	11	135	9	50	17	76
7:30	46	335	105	486	52	261	39	352	30	105	34	169
7:45	79	596	179	854	98	493	63	654	61	195	61	317
8:00	112	892	276	1,280	147	792	88	1,017	79	300	90	469
8:15	157	1,294	365	1,816	179	985	135	1,299	109	406	120	635
8:30	218	1,550	444	2,212	208	1,202	186	1,596	128	524	157	809
8:45	271	1,833	524	2,628	240	1,411	240	1,891	162	612	183	957
9:00	336	2,124	590	3,050	270	1,591	295	2,156	199	726	222	1,147

Peak Volumes:

192 1,237 345 1,774 142 918 177 1,237 101 417 122 640 176 726 92 994

4,645

Cut and Paste	NBL	NBT	SBL	SBT	EBL	EBR	WBL	WBR
122	417	101	345	1,237	192	92	726	176

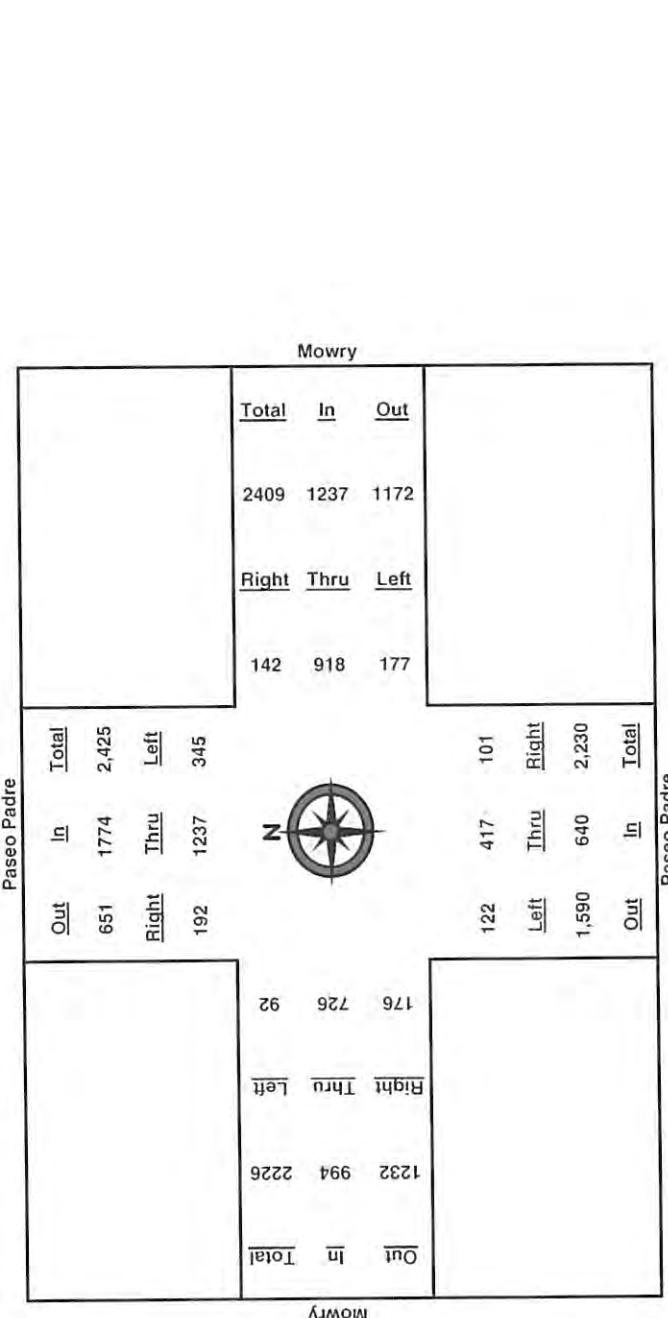
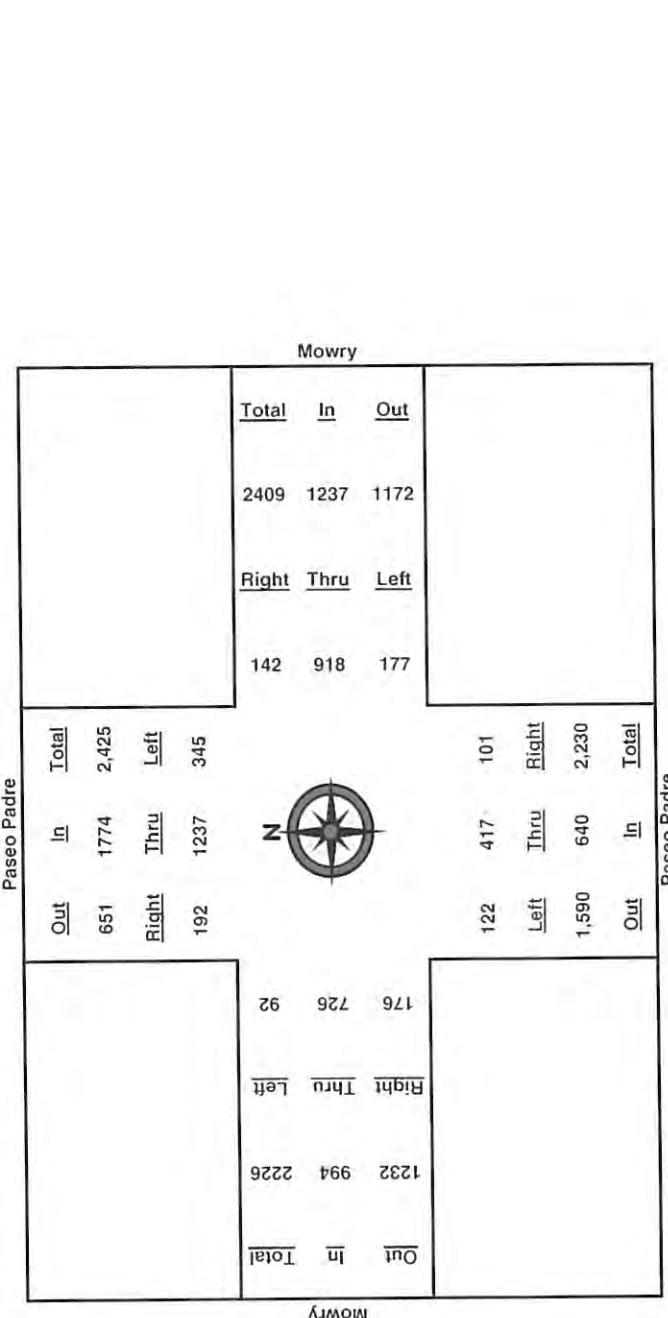
142 918 177

2409 1237 1172

173/3 x 2 = 1183 vph Paseo

123/3 x 2 = 821 vph Mowry

for RT < 1.0



P.M. Peak-Hour Volume Count Worksheet

AUTO-CENSUS

Traffic Monitoring and Analysis

870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 11/15/11

Counter: Patti and Ron

Intersection Name: Paseo Padre and Mowry

Weather: Clear

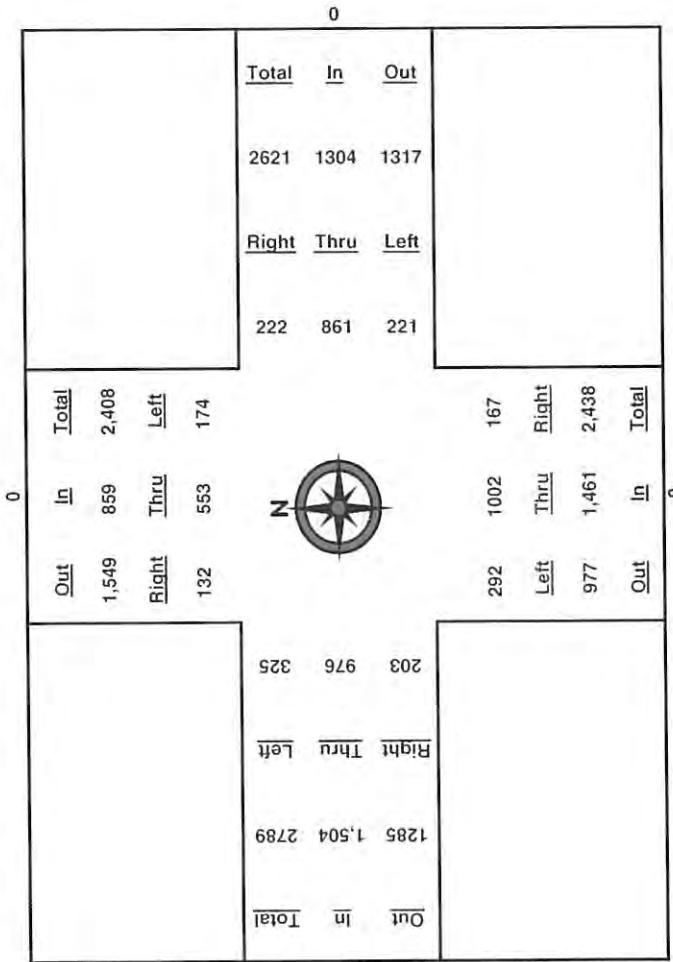
Fremont

Start Time	North Approach						East Approach						South Approach						West Approach					
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total				
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15	31	112	25	168	47	174	55	276	38	205	76	319	57	191	47	295								
4:30	65	258	65	388	93	339	93	525	76	408	155	639	107	390	109	606								
4:45	93	403	99	595	146	561	139	846	113	603	211	927	164	598	179	941								
5:00	124	549	154	827	194	768	186	1,148	151	812	272	1,235	213	841	261	1,315								
5:15	152	680	193	1,025	256	961	255	1,472	192	1,072	331	1,595	268	1,107	350	1,725								
5:30	193	823	236	1,252	316	1,208	306	1,830	230	1,333	424	1,987	308	1,326	426	2,060								
5:45	226	964	293	1,483	366	1,418	360	2,144	274	1,560	509	2,343	362	1,577	497	2,436								
6:00	256	1,102	328	1,686	416	1,629	407	2,452	318	1,814	564	2,696	416	1,817	586	2,819								

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	
4:00 - 5:00	124	549	154	827	194	768	186	1,148	151	812	272	1,235	213	841	261	1,315	4,525				
4:15 - 5:15	121	568	168	857	209	787	200	1,196	154	867	255	1,276	211	916	303	1,430	4,759				
4:30 - 5:30	128	565	171	864	223	869	213	1,305	154	925	269	1,348	201	936	317	1,454	4,971				
4:45 - 5:45	133	561	194	888	220	857	221	1,298	161	957	298	1,416	198	979	318	1,495	5,097				
5:00 - 6:00	132	553	174	859	222	861	221	1,304	167	1,002	292	1,461	203	976	325	1,504	5,128				

Peak Volumes: 132 553 174 859 222 861 221 1,304 167 1,002 292 1,461 203 976 325 1,504 5,128

Cut and Paste	NBL	NBT	SBL	SBT	SBR	EBL	EBT	WBL	WBT	WBR		
	292	1,002	167	174	553	132	325	976	203	221	861	222



859 / 342 = 573 Page 0

1285 / 342 = 377 Mowry

AM Peak-Hour Volume Count Worksheet

HEXAGON TRANSPORTATION CONSULTANT

4377 First Street, Suite A
Pleasanton, CA 94566
Phone 925-225-1439 Fax 925-225-0688

Date: 11/15/2011 - Tues

Counter: MN

Intersection Name: Paseo Padre Pkwy and Dwy (Kindercare)

Weather: Clear

City/Project: Fremont - Whole Foods

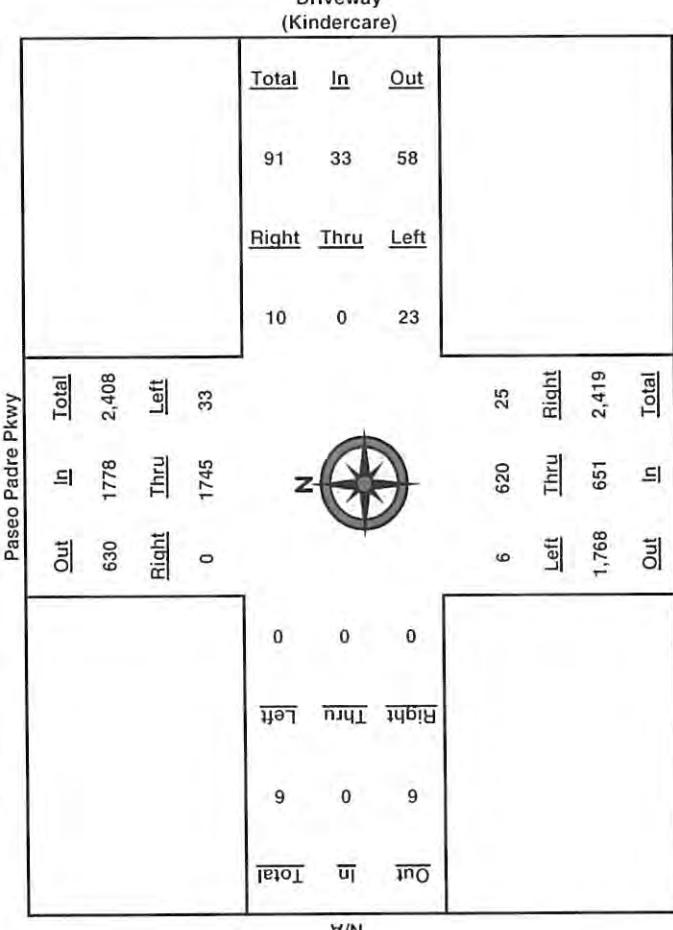
Start Time	Paseo Padre Pkwy						Driveway (Kindercare)						N/A					
	North Approach			East Approach			South Approach			Paseo Padre Pkwy			West Approach					
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total		
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	204	2	206	0	0	1	1	2	85	0	87	0	0	0	0	0	0
7:30	0	486	4	490	0	0	0	0	4	177	0	181	0	0	0	0	0	0
7:45	0	850	8	858	0	0	4	4	6	327	0	333	0	0	0	0	0	0
8:00	0	1,273	16	1,289	1	0	7	8	9	500	1	510	0	0	0	0	0	0
8:15	0	1,803	22	1,825	5	0	11	16	18	650	2	670	0	0	0	0	0	0
8:30	0	2,190	31	2,221	7	0	18	25	22	818	4	844	0	0	0	0	0	0
8:45	0	2,595	41	2,636	10	0	27	37	31	947	6	984	0	0	0	0	0	0
9:00	0	3,010	46	3,056	13	0	32	45	34	1,119	8	1,161	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	1,273	16	1,289	1	0	7	8	9	500	1	510	0	0	0	0	1,807
7:15 - 8:15	0	1,599	20	1,619	5	0	10	15	16	565	2	583	0	0	0	0	2,217
7:30 - 8:30	0	1,704	27	1,731	7	0	18	18	18	641	4	663	0	0	0	0	2,419
7:45 - 8:45	0	1,745	33	1,778	10	0	23	33	25	620	6	651	0	0	0	0	2,462
8:00 - 9:00	0	1,737	30	1,767	12	0	25	37	25	619	7	651	0	0	0	0	2,455

Peak Volumes:

0	1,745	33	1,778	10	0	23	33	25	620	6	651	0	0	0	0	0	2,462
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Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR					
	6	620	25	33	1,745	0	0	0	0	23	0	10					



PM Peak-Hour Volume Count Worksheet

HEXAGON TRANSPORTATION CONSULTANTS

Date: 11/15/2011 - Tues

Counter: MN

Intersection Name: Paseo Padre Pkwy and Dwy (Kindercare)
Weather: Clear
City/Project: Fremont - Whole Foods

Paseo Padre Pkwy

Driveway (Kindercare)

Start Time	North Approach			East Approach			South Approach			West Approach			N/A
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	167	2	169	4	0	0	4	2	296	1	299	0
4:30	0	385	5	390	5	0	0	5	6	601	3	610	0
4:45	0	588	8	596	10	0	2	12	9	914	5	928	0
5:00	0	810	17	827	12	0	4	16	12	1,242	13	1,267	0
5:15	0	1,001	24	1,025	16	0	7	23	17	1,644	17	1,678	0
5:30	0	1,219	30	1,249	22	0	11	33	28	2,025	22	2,075	0
5:45	0	1,439	32	1,471	32	0	15	47	37	2,357	29	2,423	0
6:00	0	1,640	32	1,672	33	0	16	49	38	2,748	30	2,816	0

Peak Volumes:

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
	17	1,506	26	15	830	0	0	0	0	12	0	21	

Paseo Padre Pkwy

N/A	Paseo Padre Pkwy			Driveway (Kindercare)		
	Out	In	Total	Out	In	Total
Total	17	0	17	1,527	845	2,372
In	0	0	0	0	0	0
Out	17	0	17	0	0	0
				21	33	41
				74		



Paseo Padre Pkwy

N/A	Paseo Padre Pkwy			Driveway (Kindercare)		
	Out	In	Total	Out	In	Total
Total	17	0	17	1,506	26	1,532
In	0	0	0	842	1,549	2,391
Out	17	0	17	0	0	0
				74		